US Army Corps
of Engineers
Rock Island District

Defense Environmental Restoration Program
for
Formerly Used Defense Sites
Ordnance and Explosive

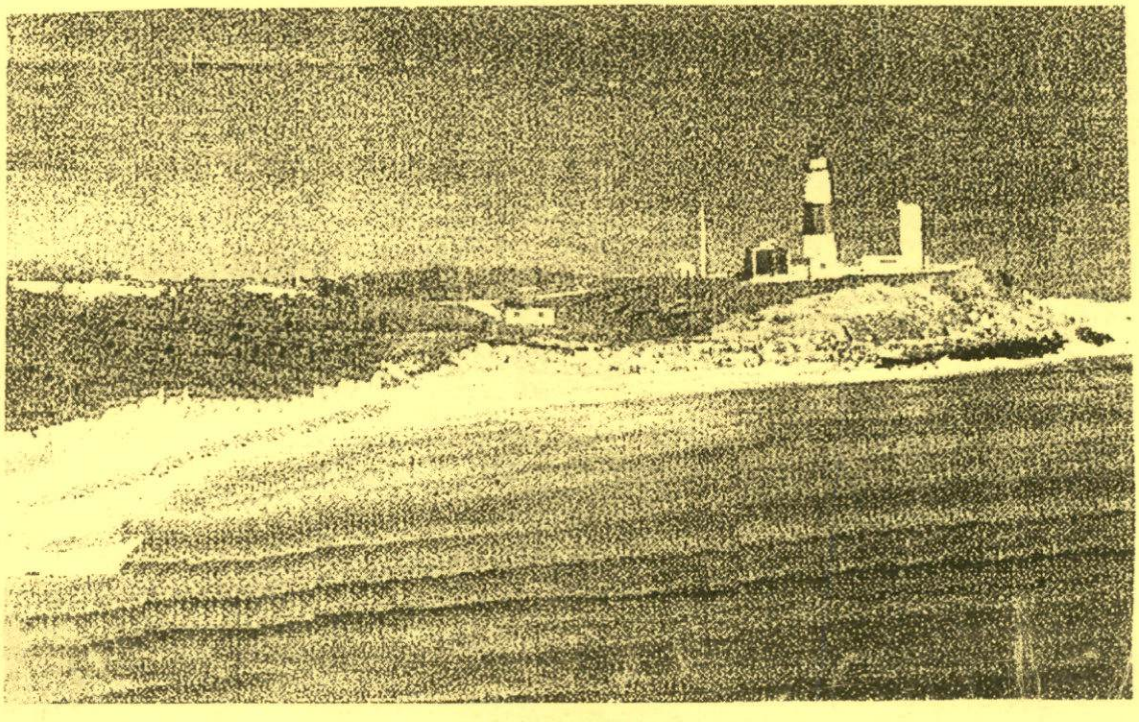
Archives Search Report

FINDINGS
for the former

MONTAUK TORPEDO TESTING RANGE AREA 'B'

Montauk Long Island, New York
Project Number C02NY076602

September 1995



DEFENSE ENVIRONMENTAL RESTORATION PROGRAM
for
FORMERLY USED DEFENSE SITES

FINDINGS

ORDNANCE AND EXPLOSIVES ARCHIVES SEARCH REPORT FOR FORMER MONTAUK TORPEDO TESTING RANGE (AREA 'B') SUFFOLK COUNTY MONTAUK, LONG ISLAND, NEW YORK PROJECT NUMBER C02NY076602

September 1995

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ORDNANCE AND EXPLOSIVE WASTE
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE (AREA 'B')
SUFFOLK COUNTY
MONTAUK, LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

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ORDNANCE AND EXPLOSIVE
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE (AREA 'B')
SUFFOLK COUNTY
MONTAUK, LONG ISLAND, NEW YORK
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ORDNANCE AND EXPLOSIVE
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FORMER MONTAUK TORPEDO TESTING RANGE (AREA 'B')
SUFFOLK COUNTY
MONTAUK, LONG ISLAND, NEW YORK
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1. INTRODUCTION

a. Subject and Purpose

(1) This report presents the findings of an historical records search and site inspection for ordnance and explosives (OE) presence located at the former Montauk Torpedo Testing Range **(Area 'B')**, Montauk, Long Island, New York. See plate 1 for general location map. The investigation was performed under the authority of the Defense Environmental Restoration Program for Formerly Used Defense Sites (DERP FUDS).

(2) This investigation focuses on one area in five that made up the U. S. Naval Torpedo Testing Range at Montauk, Long Island, New York. The five areas designated by the Navy were 'A' (Seaplane Base), **'B' (Torpedo Testing Range)**, 'C' (Section Base), 'D' (Bachelor Officer's Quarters) and 'E' (Barracks) (see plate 1). Area 'B', the Torpedo Testing Range, approximately 45, acres will be the focus of this report (see document F-16 and plate 1). The torpedo testing range was in operation from 25 March 1943 until 1 March 1945. After 1 March 1945 the test range changed it's name and mission to the U. S. Naval Magazine, which stored inert ordnance material. Then in June of 1948 this installation was declared surplus.

(3) The purpose of this investigation was to characterize the site for potential OE contamination, to include conventional ammunition and chemical warfare material (CWM). This was achieved by a thorough evaluation of historical records, interviews, and an on-site visual inspection.

b. Scope

(1) This report presents the site history, site description, real estate ownership information, and confirmed ordnance presence, based on available records, interviews, and the site inspection. It further provides a complete evaluation of all information to assess potential

ordnance contamination where actual ordnance presence has not been confirmed.

(2) For the purpose of this report, OE is considered unwanted and abandoned ammunition or components thereof, which contains or contained energetic, toxic, or radiological materials, and was manufactured, purchased, stored, used, and/or disposed of by the War Department/Department of Defense.

2. PREVIOUS INVESTIGATIONS

a. 1993 Preliminary Assessment

(1) A Preliminary Assessment (PA) of the former Montauk Torpedo Testing Range, **Area 'B'**, was conducted under the Defense Environmental Restoration Program, Formerly Used Defense Sites (DERP FUDS) by the U.S. Army Corps of Engineers, New York District (CENAN) in October 1992 and revised in December 1993, (site number C02NY076600). At that time, it was determined that the site was formerly used by the U.S. Navy (see document E-1 and plate 1).

(2) The signed FDE concluded that the site consisted of 75.4 acres used from March 1943 to November 1949 and was eligible for restoration under the purview of DERP FUDS (see table 2-1 and document E-2). However, the signed FDE lists the owners that occupy the former Naval Torpedo Testing Range's land. This acreage, when totaled by current Suffolk County Tax Maps equals 114.2 acres, but historical maps of 1943 and 1948 time frame only show approximately 45 acres. The discrepancy in acreage is addressed in section 5.a., Confirmed Formerly Used Defense Site.

(3) Table 2-1 presents an overall view of the Preliminary Assessment phase. It should be noted that Project Number (01) was not used.

TABLE 2-1
DERP-FUDS PRELIMINARY ASSESSMENT PROJECT

Project Number	DERP Category	Present Phase	Comments	Location
C02NY076602	OE	SI	Ordnance & Explosive	Montauk Torpedo Testing Range (see plates 1 & 2)
	HTRW	--	None Recommended	
	BD/DR	--	None Recommended	

b. Other Investigations

Mr. Jim Cavanaugh, Assistant Director, Environmental Protection for the East Hampton Planning Department was called out to the shell fish hatchery in early 1994, which is located on the former site. The shell fish hatchery occupies one of the last two remaining buildings (B-10) left standing (see documents K-1, L-1 and photos J-1 and J-15). Mr. Cavanaugh went on to say that he saw a canister 15 to 20 gallons in size painted OD green, but could not recall if the markings were white or yellow. This canister was leaking a fluid from the base, which in turn was cleaned up and overpacked in a 55 gallon drum (see photos J-1 and J-15). The liquid was sent to American Analytical Laboratories for analysis. The results were electrical insulation oil/sawdust, which contains PCB's (see documents E-3 and I-8). At this time the team could not determine if this particular canister was derived from any military operation. Other businesses operated and stored material in these building before the shell fish hatchery gained ownership. In an interview with a Mr. Charlie Grimes, see document I-16, the contractor who did the demolition work on the former site said that they discovered transformers and other assorted small containers filled with liquids. As of this time the overpacked canister still remains on the shell fish hatchery property.

3. SITE DESCRIPTION

a. Existing Land Usage

(1) The former Montauk Torpedo Testing Range, **Area 'B'** was located on the southern shore of Fort Pond Bay, Long Island, New York which is approximately 135 miles east from New York City and about six miles west of Montauk Point, the

southeastern end of Long Island. All five areas that made up the Montauk Command totaled approximately 165 acres, in which **Area 'B'**, the subject of this project, was approximately 45 acres of the total (see document F-16). The area is bordered by a flat to a slowly inclining sand beach with the inclination occurring from north to northwest, with small sand hills to the northeast and southwest. The remaining area from southeast to southwest is flat with gradual rise in terrain towards the southwest.

(2) Today, **Area 'B'** has been developed into condomimuns that are within 150 to 200 feet from the beach area. Some of the residents are seasonal with few staying through the winter months. Another area of the former site located on the southern side is occupied by residential apartments. Other areas surrounding the former site are dotted with small houses/cabins that are occupied seasonal or year-around. The two remaining buildings that were left after the demolition was complete in 1984 are: building B-10 (former torpedo store house) now the Montauk Shell Fish Hatchery and B-15 (former contractor's shop) now residential apartments (see document G-5, photos J-1, J-2, J-32 and plates 3 and 7).

(3) Table 3-1 lists the current owners, acreage's and OE areas that are a part of this 45 acre site.

TABLE 3-1
CURRENT LAND USAGE

AREA	FORMER USAGE	PRESENT OWNER	PRESENT USAGE	SIZE/ ACRES	COMMENTS
A	Industrial Area	Various	Condominiums/ Businesses Roads (paved)	*40.0	See plates 5 & 7
B	Sewage & disposal Area	Various	Residential/ Undeveloped	**2.18	See plates 5 & 7
C	Beach Area	Various	Condominiums	*2.82	See plates 5 & 7
			TOTAL	45.00 acres	

*Approximate acreage
**Not included in FDE

b. Climatic Data

(1) The climate of Long Island is greatly influenced by the Atlantic Ocean. The cool sea breezes blowing off the ocean during the summer months help to alleviate the afternoon heat. An average of seven days between the months of June and September are when the afternoon temperature exceeds 90 degrees. The winter season

is relatively mild. Below zero temperatures are reported on only one or two days in about half the winters. Temperatures of 10 degrees below zero or colder are extremely rare. The average length of the freeze-free season in Long Island is 180 to 200 days. The average date of the last spring temperature of 32 degrees is April 27 and the average first fall occurrence is October 21. The dominant win directions at Montauk are from the west-northwest during winter, south-southwest during summer and northeast sector during spring and fall. Moderate wind velocities of 8-18 miles per hour (mph) account for almost 50% of all winds; low velocity 0-7 mph and high velocity 19-40 mph winds each account for approximately 25% of the total.

(2) It is uncommon for the eye of a tropical storm to pass directly over Long Island. The tropical weather systems moving along the Atlantic Coast, however are capable of producing episodes of heavy rain and strong winds in the late summer or fall. The shores of Long Island, especially those facing the Atlantic Ocean, are subject to tidal flooding during storm surges. Winds generated by hurricanes and great coastal storms may drive tidal waters well inland and cause extensive property damage and beach erosion.

(3) As for precipitation, the seasonal snowfall averages about 29 inches with most of the snow falling between December and March. Coastal low pressure systems otherwise known as 'Northeasters' are the principle source of this snow. These weather systems will occasionally produce a heavy snowfall. During the summer months the average rainfall for the Long Island area is approximately 4 inches. The frequency of dense fog in a year ranges from about 35 to 25 days on Long Island (reference B-65).

c. Topography

(1) During the Pleistocene epoch four major glaciers formed the eastern part of the country. Of these four glaciers, the Wisconsin glacier produced Long Island Sound and most of the topographic features of Suffolk County as it is known today. This ice sheet moved to about the middle of the county and stopped, leaving before it the central ridge or terminal moraine. This ice sheet was called the Ronkonkoma sheet and the moraine, which runs the entire length of the county from the Nassau County line to Montauk Point (see reference B-66).

The subject site was located at the southern shore of Fort Pond Bay. This area ranges from flat, which encompasses the beach area to a gradual raise in elevation as you move inland. The site is surrounded by small to moderate sized hills that extend from northeast to southwest around the former torpedo testing range.

d. Geology and Soils

Long Island is the terminal moraine marking the southernmost advance of the ice sheet along the Atlantic Coast during the last ice age. The terrain is generally flat with only a gradual rise in elevation from Long Island Sound on the northern shore and from the Atlantic Ocean on the southern shore toward the middle of the island. The soils around Montauk are deep and well drained to moderately well drained. The surface layer is silt loam or fine sandy loam and the subsoil is loam or fine sandy loam. A fragipan or compact layer is at depths of 20 to 30 inches. This fragipan or compact layer ranges from 2 to more than 20 feet in thickness. Poorly sorted or crudely stratified deposits of sand and gravel are under the fragipan. Haven soils are deep and well drained. The surface layer is loam and the subsoil is loam or silt loam. The substratum is sand and gravel. Depth to the substratum ranges from about 18 to 36 inches (see reference B-8).

e. Hydrology

(1) The subject area of Suffolk County has no surface-drainage outlet. Rain water runoff runs into shallow closed depressions, evaporates or percolates into the ground water. The rain water runoff from most housing developments and highways is disposed of by recharge basins dug into the highly permeable sand and gravel substratum.

(2) Tidal information for Fort Pond Bay is summarized in Table 3-2.

TABLE 3-2
TIDAL INFORMATION

Tide	Height (feet)
Mean High Tide	2.2 feet
Mean Low Tide	0.4 feet

f. Natural Resources

(1) The subject site is in an area with various state and federal endangered/threatened species (see table 3-2).

(2) For current updates of threatened, endangered and sensitive species contact the New York State Department of Environmental Conservation, Wildlife Resources Center, Latham, New York 121100-2400 (phone (518) 783-3932).

(3) Specific wetlands delineation's are also included in Table 3-2.

TABLE 3-3
NATURAL RESOURCES

Resource Classification	Type	Comment
Wildlife	Tern Nesting and Uplands	Endangered
	Small Mouth Bass Pond	Endangered
	Kemp's Ridley Sea Turtle	Endangered
Vegetation	Sandplain Gerardia	Endangered
	Marsh Straw Sedge	Rare
	Slender Spikegrass	Unprotected
	Slender Crabgrass	Rare
	Salt-Marsh Spikerush	Rare
	Bushy Pockrose	Threatened
	Water-Pennywort	Endangered
	Southern Yellow Flax	Threatened
	Opelousa Smartweed	Unprotected
	Globe Beakrush	Unprotected
Wetlands	----------	See document L-10

g. Historical/Cultural Resources

The New York State Historic Preservation Field Services Bureau maintains a map of the Montauk area that shows the subject site located in a archeological sensitive area. **Any** actions taken within subject area will require oversight by the New York Historic Preservation Bureau (see document E-5).

4. HISTORICAL ORDNANCE PRESENCE

a. Chronological Site Summary

(1) The War Department/Navy on December 31, 1942 informed the P. T. Cox Construction Company, Incorporated with a letter of intent to enter into a contract to build the torpedo testing range at Montauk (see document F-1). After the local fishing village of Montauk was relocated, the construction work began. The project was competed on **Area 'B'** at a great neck speed and by 25 March 1943 the base was commissioned with approximately 45 acres. However, there is a discrepancy on the amount of acreage that will be discussed further in section 5. a.

(2) When all the construction was finished, the Navy had five (land) areas that came under the command of the Naval Torpedo Testing Range at Montauk (see plate 1). The total property consisted of approximately 165 acres that was acquired through condemnation, fee simple and lease (see document G-1).

(3) During the initial phases of World War II the existing torpedo ranges were overwhelmed and could not keep up with the testing. Therefore, Montauk was established to speed up the delivery of torpedoes for the war effort. The main mission of the torpedo testing range was to test commercially manufactured torpedoes (see document F-2). The two torpedoes that were tested at Montauk were the air launched (MK 13) and surface launched (MK 15) steam operated torpedoes, with inert warheads (see documents F-3 and D-1 and D-3). By far, the surface launched torpedo mission was abundantly far more involved than the air launched torpedo mission. The air missions only lasted for 10 months, while the surface missions continued throughout the entire existence. The planes that were used during this time frame to act as spotters for the launched MK 15 torpedoes are found in document D-2.

(4) Months before the end of World War II the Navy issued a notice that the testing range would be

disestablished on 1 March 1945. The reason for this decision was the operation of the subject station was not considered necessary after 1 January 1945. But, the *Industrial Area* **(Area 'B')** would be of interest to the Navy because of it's building square footage capacity. The new mission of the subject area would be the stowage of inert ordnance material (see documents F-4 and F-5). Also, a memorandum from the Bureau of Ordnance dated 23 February 1945, states that the Naval Inspector General wanted to make Montauk a repair and reconditioning station. But, at that time the Bureau of Ordnance did not agree with the Inspector General (see document F-13). In a final note to the new mission at the former torpedo testing range, the Army wanted to acquired a permit from the Bureau of Docks to use the torpedo loading docks and cranes (operating pier) at the former range (see documents F-14 and K-1).

(5) Along with the mission change, the Navy wanted to also downsize the five areas that were once part of the Montauk Torpedo Testing Range's Command. As early as 7 November 1944 the release dates for the Naval owned property was issued (see document F-6 and plate 1).

(6) On 22 February 1945 the Office of the Secretary released an announcement establishing a new name for the former torpedo testing range (see document F-7). This new name, U. S. Naval Magazine, caused quite a stir from the Montauk Beach Company, Incorporated (see document F-8). The length of operation that the U. S. Naval Magazine existed for is uncertain.

(7) The subject property was put on the surplus list on April 17, 1946, but the Navy had to withdraw the property on August 7, 1947 (see document G-2). The reason for this withdrawal was that the Navy did not have clear title to the subject property (see documents F-9 and F-10). During this period the Navy leased building B-2 to the Goble Aircraft Specialties, Incorporated on July 16, 1947. This aircraft company had a contract with the government to dispose of aircraft component parts and personal property for the War Assets Administration.

(8) Through various amended declaration of surpluses, the Navy acquired title on April 19, 1949 by Declaration of Taking (see document G-3). But, there still had to be one more declaration of surplus, dated June 29, 1949, which covered certain buildings that had been either demolished by storms or sold and removed from the site (see documents F-10 and H-3). Finally the Navy could dispose of

this property and it did on November 15, 1949 to Goble Aircraft Specialties, Incorporation (see document G-4).

b. Ordnance Related Records Review

(1) Research efforts for the former Montauk Torpedo Testing Range **(Area 'B')** began with a thorough review of all reports, historical documents and reference material gathered during the archives search (see plates 1 and 2). During this review, an effort was made to focus on areas of confirmed and/or potential OE contamination.

(2) A good collection of documents including drawings, maps, technical ordnance data, real estate documentation, correspondence, and various other records appropriate to the Montauk Torpedo Testing Range **(Area 'B')** and/or that era have been located. The information from these documents was very useful in terms of assessing potential contamination at the former Montauk Torpedo Testing Range **(Area 'B')**.

(3) During World War II the Navy had five areas on the eastern end of Long Island that came under the command of the torpedo testing station (see plate 1). The area that assembled/stored the torpedoes and also had the surface test firing mission was known as **Area 'B'** (see document K-1 and plates 1 and 2). This area was also named by the Navy as the 'Industrial Area' (see document F-12).

(4) Historical documentation states that the subject range **Area 'B'** was used to test commercially manufactured Mark 13 (air launched) and Mark 15 (surface launched) torpedoes (see documents F-2, F-3 and D-1). The torpedo warheads were filled with sand/air so they would bob in the water for easy retrieval by the chase boats after the fuel was spent. Internal materials included; ethyl alcohol for fuel, Mark 6 series pyrotechnic device for the igniter (see documents D-1 and D-3), a 2800 psi air flask that released the air through a pressure differentiating device and a seven pound sodium nitrate black powder impulse charge to launch the torpedo from the tube. The sole purpose behind the Montauk Torpedo Testing Range **Area 'B'** was to test the delivery vehicles (see documents F-2, H-1, I-2, I-4, I-15, I-17 and I-20). If the torpedoes passed the ballistic tests at Montauk, they were shipped back to Forrest Park, Illinois or Newport, Rhode Island for replacement components and then the warheads were up loaded with high explosives.

(5) An aviation unit was also stationed at Montauk, but in another location on Fort Pond Bay, what the Navy designated as Area 'A' Seaplane Base (see plate 1). Area 'A' is already being processed as a Defense Environmental Restoration Program-Formerly Used Defense Sites by the New York District. The air drop missions of the Mark 13 torpedo could have originated from this Area 'A', which only lasted for ten months and a total of 196 Mark 13 torpedoes were dropped and observed from a variety of planes (see documents D-2 and F-2). The reason the team brought this matter to the attention of the readers, was two fold: 1) None of the teams interviewees who witnessed the barge firings, made no mention of seeing or hearing about any planes dropping torpedoes. 2) Document F-2 that is used as a reference, states that it's a history of the aviation unit at Montauk, even though this history states the purpose of the range and discusses the barge launches (see document K-4 and K-5).

(6) To the knowledge of the team, *NO* explosive magazines where located in **Area 'B'**, only torpedo storehouses, buildings B-10 and B-11, torpedo overhaul shop, building B-2 and shipping/receiving, building B-6 (see document L-1). The explosive magazines where located in Area 'A' (see documents F-2, K-7 and L-1). The ammunition that was stored in these magazines were: small arms ammunition for the guards, black powder for the torpedo impulse charges, torpedo igniters and miscellaneous pyrotechnics (see document F-2). The team could not confirm that any of the aforementioned items where stored in the previously mentioned buildings in **Area 'B'**. The explosive items logically where received in **Area 'B'** building B-6 and then shipped over to Area 'A' for storage in the magazines. In **Area 'B'**, one would assume that building B-2, the overhaul shop would contain the torpedo igniters, which did have a small quantity of explosive within. This may be the reason why a Mr. John Aldred in an interview stated, when he worked for the Ocean Science Center in 1975, he discovered what appeared to him to be explosive coveralls and wooden shovels that where located in the former building B-2 (see document I-5). As for the black powder torpedo impulse charges, these charges were used to fire the torpedoes from the launch tubes aboard the barge (see document K-4). It is unlikely that these charges where stored anywhere in **Area 'B'**. The most probable scenario was, these charges where taken out of storage magazines located in Area 'A' and then loaded aboard the firing barge each day.

(7) When the disestablishment of the Montauk Torpedo Testing Range was announced on 28 September 1944, it was already proposed to use the subject site as an *inert*

stowage facility (see documents F-4 through F-6 and F-11). The Navy in late 1944 was considering a name change to the subject site as the U. S. Naval Magazine at Montauk. When the Montauk Beach Company heard of this change, they tried to sway the Navy to a less menacing name besides Naval Magazine (see document F-8). The Navy disregarded the letter and on 1 March 1945 the torpedo site no longer existed and the new name was U. S. Naval Magazine at Montauk (see document F-7).

(8) In communiqués between the Bureau of Ordnance and the Montauk Torpedo Testing Range during the months of January to March 1945, the memorandums discussed missing torpedoes (see document F-3). It was questioned that a possible 41 'sinkers' may not have been recovered to this date. Other communiqués state that the number 41 could have been an accounting error and the number was much less. However, some of these inert torpedoes have been netted in Block Island Sound, just outside of Fort Pond Bay (see documents I-4, I-9 and L-8).

(9) As for the exact range layout of the torpedo testing range at Montauk, the only information that the team discovered in the research, was an article from the East Hampton Star dated May 6, 1943, entitled "Restrictions on Commercial Use of Fort Pond Bay" (see document H-2). With the information from this article the team attempted to layout the boundaries of the range (see plate 3). Along with the boundaries the team found information on the length of the test range, 15,000 yards and attempted to plot out the direction (see document F-2 and plate 4).

(10) Recently, as late as 21 August 1995 the Navy EOD out of Newport responded to an incident in the Fort Pond Bay Area (see document H-9). The item was a prior World War II 100 pound Mark I practice bomb with a two to four pound black powder charge. The team in conversation with an individual of the same unit, Chief Leon Beck, stated the bomb originated around the Fort Tyler (Ruins) area and was brought into the harbor by the fisherman who netted it (see plate 4). But, Chief Wilkerson said the article stated the bomb was netted in Fort Pond Bay. When the team told Chief Wilkerson what Chief Beck said, his response was they never know where exactly these items originate from (see document I-28). The article stated that this practice bomb originated off of Montauk Point and migrated into Fort Pond Bay.

(11) A newspaper article from the East Hampton Star dated July 23, 1936 states that aerial bombing of Fort Tyler with practice bombs will start soon (see document H-10).

Noting the altitude at which these planes flew, one could reason that maybe several bombs fell outside of the 300 yard exclusion zone. Therefore, any fisherman towing in these waters around Gardiner's Point/Fort Tyler/the Ruins could have possibly netted one of these practice bombs, which would be consistent with Chief Becks statement cited in the previous paragraph. The team had this confirmed with a follow-up interview with Mr. Ed Michaels (see document I-11).

c. Interviews with Site Related Personnel

(1) Several persons were interviewed that were able to give some general information of the Montauk Torpedo Testing Range.

(2) Ms. Blanch Riley has lived in the Montauk area for 66 years and is currently the Senior Clerk Typists for the East Hampton Tax Assessor's Office. She recalls when the Navy (February 1942) took their house away, which was located on Fort Pond Bay. As a young girl, she recalls seeing torpedoes being fired from a barge and the chase boats going after them. She also remembers when one torpedo after being fired, turned and came ashore. Then Navy personnel came ashore and retrieved the torpedo. She never heard of any explosions associated with the torpedo testing range. She has no knowledge of any ordnance being discovered in the area, but feels like there were some discoveries made (torpedoes) (see document I-2).

(3) Mr. Stuart Vorphel has lived in this area for 55 years and has fished waters in Fort Pond Bay and Block Island Sound for 45 years. Mr. Vorphel is very familiar with the torpedo testing range. He recalls sitting around the table and hearing his grandfather talking about the testing range. In one of the conversations with his grandfather, his grandfather said that the Navy used sand in the torpedoes' warhead for ballast. Mr. Vorpel said that in the 50's and 60's fisherman did catch some dummy torpedoes in their nets, which confirms the mission at Montauk (see document L-8). He also said nothing has been netted since that time. Mr. Vorphel went on to recall hearing stories of these torpedoes cutting the lobster pot buoys. Then after the Navy chase boats picked up the torpedoes, the Navy towed the torpedoes through the water cutting more lobster pot buoys. Mr. Vorphel said the waters in Fort Pond Bay are littered with 'junk'. He said the Navy dumped **HUGE** concrete blocks into the bay so the Navy could anchor the firing barge and other ships out in the bay. He mentioned that some of the 'junk' that was discovered was a jeep near one

of the piers. The team asked if any torpedoes was still there. He said NO, just cables and pieces of ships. Mr. Vorphel outlined an area inwhich the local fisherman could not tow their nets because of the 'junk' on the bottom of the bay (see document L-8). To his knowledge *no live* ordnance has been discovered in Fort Pond Bay or Block Island Sound, except for the dummy torpedoes that were discovered in the 50' and 60's. Mr. Vorphel told the team about a situation that occurred about 2-3 years ago on the south shore of Long Island near Shinnecock (see plate 4). A fisherman, Danny Hand, netted a live **HE** torpedo and brought it aboard his vessel. The Navy EOD team came out and determined it was too hazardous to move, so the Navy sunk Mr. Hand's boat and destroyed the torpedo underwater. Mr. Vorphel said ever since that incident, the local fisherman are not reporting any findings and are tossing the items back (see document I-4).

(4) Mr. John Aldred is the director of the Shell Fish Hatchery located on subject site in building B-10, formerly the torpedo storehouse (see documents K-1, L-1 and photo J-1). During the 1970's Mr. Aldred worked for the New York Ocean Science Laboratory, which occupied the entire subject site. Mr. Aldred recalls in 1975 when he was working for the Ocean Science Laboratory in building B-2, formerly the torpedo overhaul shop, which no longer is standing (see documents K-1, L-1 and photo J-6). He discovered what appeared to him, was explosive proof coveralls and wooden shovels. Mr. Aldred went on to state that other businesses occupied this building prior to the Ocean Science Laboratory takeover i.e., Globe and Republic Aircraft Companies. He also mentioned he has heard of things being discovered off the L-shaped pier (see documents K-1, L-1 and photos J-13 and J-14). Mr. Aldred did not know what was discovered. Mr. Aldred has no knowledge of any ordnance being discovered in Fort Pond Bay, in building B-10 or on the subject land. Mr. Aldred mentioned that last winter a torpedo was discovered on Gardiner's Point (Fort Tyler) and some Navy personnel showed up and destroyed the item. He did not know if this torpedo was a dummy or live round (see document I-5). When the team called the Navy EOD from Rhode Island about the torpedo incident last winter on Gardiner's Point, Chief Leon Beck who responded to this incident said, this was a sea mine (practice) with no high explosives (see document I-28).

(5) Mr. Norman Edwards has lived in this area for 75 years and has fished these and other waters for 40 years. He remembers the torpedo testing range and recalls seeing the torpedo barge anchored in the bay and other observation

barges anchored there too. Mr. Edwards recalls seeing the chase boats going after the fired torpedoes and picking them up after the fuel was expired and the boats dragging them back to shore. Mr. Edwards did not hear any explosions from this test range. He has no knowledge of any ordnance being discovered in this area. A note to this conversation record is that Mr. Edwards served in the Navy from May 1944 to February 1946 (see document I-7).

(6) Mr. Jim Cavanaugh has been working in this area for 12 years, 5 years with the state and 7 years as the Assistant Director, Environmental Protection for East Hampton Planning Department. Mr. Cavanaugh toured the subject site with the team. During the tour, he mentioned that he has been diving in Fort Pond Bay since 1978. He went on to say that the bay is *really trashed* up i.e., propellers, vehicles, cables and concrete (mooring) blocks (see photo J-16). Mr. Cavanaugh said he has personally discovered small arms ammunition i.e., .30 and .45 caliber's scattered everywhere. In a note to this record, Mr. Cavanaugh seemed to be very knowledgeable about military ammunition. The team asked if he had discovered anything larger than small arms ammunition and Mr. Cavanaugh replied, **NO**. He has no knowledge of anyone discovering ordnance in the area except for the small arms ammunition that he discovered. On a final note, during the walk through the team came across two scuba divers that were in the bay (see photo J-17). The team asked if they have seen anything. The one diver replied, this was there second time in the bay and they haven't seen anything yet, but heard there are small arms ammunition in these waters (see document I-8).

(7) Chief Chris Brady is 30 years old and has lived in this area all his young life, except for the times he was away with the Coast Guard. Chief Brady recalls scuba diving in Fort Pond Bay in the summers of 77, 78 and 79. He remembers finding all kinds of *'junk'* i.e., metal cleats off ships, port light windows, but doesn't recall seeing any ordnance on his dives (see photo J-16). In 1984, Chief Brady was witness to two incidents, months apart. He said two fisherman brought in two torpedoes caught in their nets. The Coast Guard called the Navy EOD to investigate the find. He recalls the Navy EOD said these are dummy torpedoes. Chief Brady has no knowledge of anyone discovering ordnance in the bay or on the land area. Chief Brady informed the team on the procedures they follow when the fisherman notify them of ordnance findings (see document I-9).

(8) Lieutenant Van Quick has been with the East Hampton Police Department (Montauk) for 25 years and has lived in this area for the past 29 years. Lt. Quick recalls fisherman netting dummy torpedoes in Fort Pond Bay and surrounding waters. He knows of ordnance discoveries on the oceanside of the island (south shore) i.e., Camp Hero, which is *not* associated with subject site. Lt. Quick has no knowledge of ordnance being discovered in Fort Pond Bay or the land that the Navy leased/owned. Lt. Quick went on to state that he would have known if any ordnance was discovered in this area. Within the same conversation an individual with the department mentioned that 5 years ago a torpedo was found in the bay and was transported out of here on an Army vehicle. Lt. Quick said he would research his records and get back to the team. On August 7, 1995, Lt. Quick responded to the aforementioned incident and said the following, he completed his research and could not at this time confirm if it had happened. Lt. Quick continued by saying it could have happened, but if it was a big deal there would have been a written report on the incident (see document I-10).

(9) Mr. Ed Michaels has been the Harbor Master since 1993, but has been a resident of the Montauk area since 1986. Mr. Michael's is a retiree from the Coast Guard were he was the Senior Chief/Master Chief of the Coast Guard Cutter 'Point Wells' and the Star Island station house. He has no knowledge of ordnance being discovered in Fort Pond Bay or the land the Navy occupied. In a recent development that occurred on August 21, 1995, an article from Newsday stated that a practice bomb was netted in Fort Pond Bay (see document H-9). In a phone conversation with Mr. Micheals on August 31, 1995, he stated that this practice bomb **was not** netted in Fort Pond Bay but, was netted northeast of the Ruins otherwise known as Gardiner's Point or Fort Tyler and then brought into the harbor (see documents I-11, I-28 and plate 3).

(10) Mr. Jeff Havlik has lived in this area since 1972 and has been the Bay Constable since 1982. Previous to his employment as the Bay Constable, he was a fisherman for 10 years. He has no knowledge of ordnance being discovered in the bay or on land the Navy occupied. Mr. Havlik told the team about a situation that happened over a year ago. This incident did not deal with the subject site and is further discussed in Section 5, part b of this report, Potential Formerly Used Defense Site (see documents I-12 and L-11).

(11) Mr. Bill Quick, brother to Lieutenant Van Quick of the Police Department has been a resident in this area for 38 years. Before Mr. Quick's current employment, he was a caretaker of the subject site's buildings and lived on the subject site for 12 years. He was very familiar with the former testing range's land and buildings. He has no knowledge of any ordnance discoveries in the bay, on area land or in the buildings (see document I-13).

(12) Mr. Clancy Pitts is 84 years old and has lived in the Montauk area for 60 plus years as a career fisherman. While fishing out in Block Island Sound he witnessed the torpedoes being test fired from a floating barge. Mr. Pitts said they were firing out into Block Island Sound towards Gardiner's Island 14 to 15 miles away. He said he saw 8 chase boats going after the fired torpedoes and after their fuel was spent, the chase boats would tow the torpedoes back to shore. Mr. Pitts said the warheads would be filled with air so they would bob in the water for easy pick-up. He did not witness any planes dropping torpedoes. Mr. Pitts said some of the torpedoes went 'crazy' i.e., going in circles, diving straight towards the bottom of Fort Pond Bay and sticking into the mud, and he witnessed one torpedo crashing into Duryea's fishing dock. This fishing dock is also located on Fort Pond Bay. Mr. Pitts has no knowledge of any ordnance being discovered in Fort Pond Bay, Block Island Sound or on the land property the Navy occupied (see document I-15).

(13) Mr. Charlie Grimes the owner of Grimes Construction Company has lived and worked in this area for 35 years. His company was the contractor who, from start to finish, demolished the entire site area.

(a) In an interview he said not only did they demolish the buildings, but they had to dig up all of the footings that were three to four feet deep. When the demolition was complete, they started putting in the water lines, sewer lines and the sewer plant for the condominiums that now occupy the site area. Mr. Grimes said they did **extensive** earth moving and further went on to say "there wasn't any dirt that was turned over several times." Mr. Grimes said in the buildings they found transformers and other assorted small containers filled with liquid. It could not be confirmed if it was left by the military. Mr. Grimes said during the demolition and **extensive** earth moving, he did not see, hear of or discover any ordnance presence (see document I-16).

(b) In a later phone conversation with Mr. Grimes, the team questioned him about the property located north of the site near Area B, on Suffolk County Tax Map 16, Block 1, Lots 6.3 and 6.4, especially lot 6.4 (see document L-3). The team wanted to confirm if any military ordnance had been excavated from this particular area, because this area is close to where the team discovered the British 15 pounder. The team knew that sand excavation went on in this area after the Navy released the property back to civilian control (see documents I-23 and I-24). Mr. Grimes said his company excavated sand from lot 6.4 from 1962 to 1970, when the zoning laws were changed and the excavation had to stop. He said he also knew the two previous contractors who did sand excavation in lot 6.4 before his company started. He went on to mention that these two individuals had passed away. He has no knowledge of any military ordnance being discovered in this area. He also said he would have known if these two previous contractors would have discovered any ordnance, because of his friendship with both. Mr. Grimes also went on to say back in the 1982-1984 time frame, they dug test wells for the Sea View Associates in lot 6.4. This was the requirement from the Health Department to test water levels for a septic system for residential development. During this digging of test wells, he has no knowledge of any military ordnance being discovered. Also, with lot 6.3 (Tuthill Pond), Mr. Grimes said he has no knowledge of anyone discovering ordnance in this are either (see document I-27).

(14) Mr. Perry Duryea, Jr. was born and raised in the area and is currently the Chairman of the Board for Duryea and Sons Incorporated, Lobster and Fish Ice Plant. This Ice Plant is located on Fort Pond Bay and is the same facility that a runaway torpedo crashed through the dock (see documents I-15 and I-20). Even though Mr. Duryea was very familiar with the mission of the torpedo testing range, he was gone for most of those years in the Navy (1942 to 1946). He knew they tested commercially manufactured torpedoes with dummy warheads. He said barges were used to test fire these torpedoes. Mr. Duryea agreed with the team's assessment of the mission of the test range, that was to test the delivery vehicles of the torpedoes not the warheads. Mr. Duryea has no knowledge of any ordnance discoveries in Fort Pond Bay, within the Navy owned land or land surrounding the former base (see document I-17 and photo J-26).

(15) Mr. John Bariardi, former Vice Chancellor of Long Island University moved to the Montauk area in 1969, when he founded the New York Ocean Science Laboratory. This

Science Laboratory sat on the subject site and occupied the buildings. Mr. Bariardi was not only the Founder, but the President and Director of the Laboratory until it closed in 1984. He said during their ownership they refurbished the buildings and rebuilt the L-shaped pier. During this refurbishing, Mr. Bariardi did not discover any military ordnance on the premises. He also went on to state, that he has no knowledge of ordnance being discovered in the area other than, small arms ammunition, that was washed up on the shore after a storm many years ago. He could not remember the amount, but said it wasn't very much and he hasn't discovered any since that time. The team was also interested in the land just north of the immediate test site, which the team believes was part of the site (Area B), Current Suffolk County Tax Map 27.01, Block 1, Lot 80.2 (see documents K-1, L-3, photos J-22, J-23 and J-26 thru J-28). Mr. Bariardi stated that the Navy used this approximate area only as a septic system and a leeching field. Mr. Bariardi seemed to include property on current Suffolk County Tax Map 16, Block 1, Lot 6.4 as another part of the leeching field. He said he was familiar with this area, because the Science Lab put septic tanks up in this area (see document I-18 and plate 7).

(16) Mr. Robert Bariardi is the son of John Bariardi (see document I-18), who has lived in this area for 26 years. He also stated that the same land the team asked his father about (Area B), was used by the Navy for a septic system and leeching field. But, later on in the conversation, Mr. Bariardi who actually did work in the area seemed questionable about the location and thought it was more on lot 80.2 than on lot 6.4. The team believes he is correct on lot 80.2 being the location of the septic system. Mr. Bariardi recalls diving in Fort Pond Bay from 1969 to 1983 and not discovering any types of military ordnance. He said he dove strictly around the L-shaped pier and about 20 feet out from said pier. He has no knowledge of any ordnance discoveries in the bay or in the area (see document I-19 and plate 7).

(17) Ms. Lena A. Greenwaldt has been living in the Montauk area since 1923 and has been the Duryea's bookkeeper for 54 years. Ms. Greenwaldt recalls the Long Island Rail Road canceling her parent's land lease and the Navy moving the house in February 1942. She witnessed the torpedoes being fired from the floating barge as she sat on the beach watching. Ms. Greenwaldt recalls the chase boats going after the launched torpedoes and then towing them back after the fuel was spent. One day, she witnessed at her place of employment, which is still located next to the former test

range, a *'WILD'* torpedo crashing into their pier and coming up into the building next to her (see photo J-26). She said it was very entertaining watching some of those torpedoes do funny things i.e., porpoise through the water and spin in circles to name a few. Ms. Greenwaldt said the torpedoes **did not** have live warheads. She has no knowledge of any ordnance being discovered in Fort Pond Bay or in the site area. The team asked her about the property immediately north of the site (Area B), which the team believes was part of the original site. This property is located on current Suffolk County Tax Map 27.01, Block 1, Lot 80.2. She stated that this was the approximate location of the Navy's sewer and leeching field (see documents I-20, K-1, L-3 and photos J-22, J-23, J-26 thru J-28 and plate 7).

(18) Mr. Asa Peekham has lived in this area for 77 years, but was gone from 1941 to 1945 while serving in the military. He recalls hearing the Navy used sand in the torpedoes' warhead. He has also heard of scuba divers (Navy) picking up the torpedoes that got stuck in the bottom of Fort Pond Bay. After the base closed down, he recalls hearing fisherman netting dummy torpedoes. Mr. Peekham went on to tell the team that he was employed by all the businesses that occupied the subject site after it closed. Mr. Peekham said he was sure the Navy didn't store any ordnance in the areas north and northeast of the building site. He said the area on County Tax Map 27.01, Block 1 Lots 80.1 and 80.2 (Area B) was the approximate location of the septic system (see document L-3 and photos J-22, J-23 and J-26 thru J-30). The team believes that 80.2 is the lot that contains the septic system. He recalls when working for the New York Ocean Science Laboratory, which was one of the businesses that occupied subject site until 1984. He supervised the installation of 8 septic tanks in this area, up on the hill. Mr. Peekham said this was good sandy soil for drainage. Mr. Peekham said he has no knowledge of anyone discovering ordnance in Fort Pond Bay or on the property owned by the Navy (see document I-21 and plate 7).

(19) The property that is mentioned in this conversation record, is believed by the team to not be part of the site. Mr. Jack Tanzman is part owner of property located on (current) Suffolk County Tax Map 16, Block 1, Lot 6.1 (see document L-3 and photo J-22). He said he and a Mr. Paul Neff (see document I-23) have owned this property for 20 years. Mr. Tanzman said he has no knowledge of any military ordnance being discovered on their property. The team asked Mr. Tanzman about property located on same tax map, same block number, but lots 6.3 and 6.4 (see photos J-23 thru J-25). He said Paul and I owned this property for 8

years, which at that time lots 6.1, 6.3 and 6.4 were all one parcel. When Mr. Tanzman and Mr. Neff sold the property to Sea View Associates in 1983, the parcel was divided as it appears today. Mr. Tanzman has no knowledge of ordnance being discovered on this property, and was not aware the government ever owned this land (see document I-22 and plate 7).

(20) The property that is mentioned in this conversation record, is believed by the team to not be a part of the site. Mr. Paul Neff is part owner with Mr. Tanzman (see document I-22) on property located on (current) Suffolk County Tax Map 16, Block 1, Lot 6.1 (see document L-3 and photo J-22). He said he and Mr. Tanzman have owned this property for 20 years and has no knowledge of ordnance being discovered on their property or that the government ever owned the property. Mr. Neff also stated that his son Morgan Neff stays on the site frequently and has not discovered any ordnance. With regards to property located on the same tax map, same block number, but lots 6.3 and 6.4 (see photos J-23 thru J-25), Mr. Neff said this land lot 6.4, (12.1 acres) was used by local contractors as a sand pit. He said this acreage was excavated by local contractors previous to him and Mr. Tanzman purchased the property. Mr. Neff said the land was zoned differently and digging stopped. To his knowledge, no excavating occurred during their ownership for 8 years or after they sold the property to Sea View Associates. To his knowledge no ordnance was discovered on this property. Also in the interview, Mr. Neff mentioned that he did some scuba diving in Fort Pond Bay and only discovered 'junk' i.e., parts of ships (see document I-23, photo J-16 and plate 7).

(21) The property mentioned in this conversation, is believed by the team not to be part of the site. Mr. Fernado Bustamate said he is familiar with the property located on (current) Suffolk County Tax Map 16, Block 1, Lot 6.4, 12.1 acres (see document L-3). He said Sea View Associates let him use this property for the past 6 years to store his landscaping material (see photos J-23 and J-24). He said he recently had to move, because Anchor Saving Bank of Hewlett, New York, is foreclosing on the property. Mr. Bustamate said he never did any digging on the property because of the zoning laws, and the property was already excavated years prior to him using the premises. He has no knowledge of anyone discovering military ordnance on this property. Mr. Bustamate said he has lived in Montauk for 17 years and has not heard of anyone discovering military ordnance in the area, except for two weeks ago, when he was reading the local newspaper. The team told Mr. Bustamate

that it was the team who had discovered this ordnance item. Mr. Bustamate tried to give the team a lead for a Sea View Associates member, but the last one past away 5 to 6 months ago (see document I-24 and plate 7).

(22) Mr. Larry Gerber from Syossett, New York who owns a dive shop said he has been diving in Fort Pond Bay for 10 years. He said the only ordnance items that he has discovered was small arms ammunition. Mr. Gerber said the small arms ammunition is fused into rocks, pieces of wood and is scattered everywhere. Again, he repeated, he discovered nothing larger than small arms ammunition (see document I-25).

(23) Master Sergeant Hurtle, 54th Ordnance Detachment (EOD), Fort Monmouth, New Jersey has done a thorough review of Journal, Activity Report, and Historical files of the 54th EOD. He has revealed that military Explosive Ordnance Disposal response has never occurred in the Montauk area of Suffolk County, New York. In addition, all ordnance or explosive items recovered in the state bear no similarity to the types suspected to have been delivered, employed or utilized in the area specified. The 54th EOD's area of responsibility encompasses portions of the State of New York, to include all of Long Island, and portions of the State of New Jersey. Due to the finding of a 3 inch high explosive projectile in Montauk, L. I., N. Y. by the OE inspection team on July 13, 1995, the records of the 54th EOD will be updated to reflect their response to this incident (see document I-26).

(24) Chief Leon Beck and Chief Wilkerson have been assigned to Mobile Unit Two, Navy EOD, Newport Rhode Island for two and one-half and two years, respectively. Chief Wilkerson researched their records back to 1989 and only found the following incidents that occurred during this time that were not directly related to the project site. Currently, a Mark I 100 lb. practice bomb with a two to four pound black powder charge was supposedly discovered in Fort Pond Bay. During the winter of 94-95, a practice sea mine was discovered on Gardiner's Point (Ruins/Fort Tyler), this incident is in relationship to conversation documents I-5 and I-6. In another incident that occurred in October 1991 on Gardiner's Island, the caretaker of the island discovered CS grenades, smoke grenades, grenade simulators, illumination devices and booby trap simulators. Which the Navy EOD responded to the call and destroyed all the items. In another past incident that occurred between Point Judith and Block Island, a fisherman netted a torpedo and tied it

off alongside the boat. The Navy EOD arrived, they and the fisherman attempted to pull the torpedo up, the warhead section broke off and sank in rough sea conditions. Therefore, they could not determine if the torpedo was dummy or live (see document I-28 and plate 4).

5. SITE ELIGIBILITY

a. Confirmed Formerly Used Defense Site

(1) The former Montauk Torpedo Testing Range usage and ownership by the War Department/DOD was previously confirmed for 75.4 acres. However, additional historical documents were discovered during the Archive Search that clearly indicated the acreage actually confirmed as the Industrial Area or Area 'B' only encompasses approximately 45 acres. Plate 2 has been included to depict the difference in acreages originally thought to be a part of the site (FDE) and that acreage determined to be the actual site. In accordance with the New York District's Findings and Determination of Eligibility (FDE) not only does it state the confirmed 75.4 acres, but it also lists the owners that now occupy once held Navy land. (see document E-2). When these current landowners' acreage are totaled (highlighted areas) on current Suffolk County Tax Map, the acreage increases to approximately 114.2 (see document L-3). Other acreage that has been confirmed by historical documents, but was not listed in the FDE acreage is also depicted on plate 2 (see documents L-1, L-2, L-3 and plate 2).

(b) In another discrepancy to the whole real estate picture is a memorandum from the Classification Division, Office of Real Property Disposal, dated June 11, 1946. Included within this memorandum of properties is the Montauk Torpedo Testing Range, 27,232 acres (see document F-17). While this document cannot be rationally explained, it is interesting to note that when you add Areas D and E to the 45 acres you have a total of 20,583 acres. The team has used the combination site boundaries of 1943 and 1948 for the purposes of this report, which totals approximate 45 acres (see documents L-1, L-2 and plate 2).

(2) This site was used by the Navy from February 1943 to November 1949 for a torpedo testing range and an *inert* ordnance storage area. After a complex real estate problem, the final piece of Navy held land that was downsized to 34.72 acres, was sold to Goble Aircraft Specialists, Incorporated on 15 November 1949 (see documents F-12 and G-4). Today, no ownership remains with the DOD.

b. Potential Formerly Used Defense Site

(1) During the archives search report, the team discovered newspaper articles and performed interviews that substantiate other potential FUDS areas associated with this site. These areas have been addressed in the report, but require inclusion in the FDE (see Table 5-1).

TABLE 5-1
POTENTIAL FUDS ASSOCIATED WITH PROJECT SITE

AREA	FORMER USAGE	PRESENT OWNER	PRESENT USAGE	SIZE/ ACRES	COMMENTS
B	Sewage/ Disposal	Various	Residential/ Undeveloped	*2.18	See plates 5 & 7
D	Launch Area	State of New York	Fishing/ Recreational Scuba Diving	*438.00	See plate 5
E	Recovery Area	State of New York	Commercial Fishing	*20100.00	See plates 5 & 6
*Approximate acreage			TOTAL	20540.18 acres not in FDE	

(2) Area B should be included in the FDE because of historical documents stating this area's association with the site as a sewage disposal and leeching field (see documents F-16 and L-2).

(3) Due to the fact that Area D, the entire Fort Pond Bay area was used by the torpedo testing station as the launch area, this entire area should be included in the original FDE by the New York District Office (see documents I-4, I-5, I-7, I-8, I-9, I-18, I-19, I-23, I-25, photo K-5 and plate 5).

(4) Area E should also be included in the FDE due to it's association as a recovery area. The location of the actual boundary of Area E, which is outside of Fort Pond Bay could not be confirmed, because of lack of documented maps with subject site. However, in a newspaper article dated May 6, 1943, from the East Hampton Star, an article tells the fisherman to stay clear of an area that appears to be the boundary (see document H-2). Taking these locations and a navigational map provided by the Coast Guard and adding a range length of 15,000 yards in accordance with document F-2, the result of which is Area E (see plate 6). Dummy torpedoes have been netted in the 1950's and 1960's in this area, but no other dummy torpedoes have been netted in Area E to the team's knowledge since the 50's and 60's (see documents I-4 and L-8).

(5) Numerous other documents and information was discovered by the team that present many locations of potential FUDS, not directly associated with this project site (see Table 5-2).

TABLE 5-2
OTHER POTENTIAL FUDS NOT ASSOCIATED WITH PROJECT SITE

AREA	FORMER USAGE	PRESENT OWNER	PRESENT USAGE	SIZE/ ACRES	COMMENTS
1	Camp Wikoff	Various	UNK	UNK	See plate 4
2	Naval Air Station	Various	Businesses	33+/-	See plate 4
3	Artillery Impact Area/ Dumpsite	Various	Residential/ Undeveloped	UNK	See plate 4
4	Practice Bomb/ Practice Sea Mine	UNK	UNK	UNK	See plate 4
5	Possible HE Torpedo	UNK	UNK	UNK	See plate 4
6	CS Grenades/ Various Simulators	UNK	UNK	UNK	See plate 4
7	HE Torpedo Netted	UNK	State of New York	UNK	See plate 4

(6) A written summary from the Headquarters, First United States Army, dated 16 January 1958, speak of old military installations on the eastern end of Long Island serving as Long Island's Eastern Shield (see document F-14). This summary was retrieved from the East Hampton Public Library, East Hampton Long Island, New York, and indicates a potential FUDS area (see plate 4).

(7) In East Hampton Star newspaper articles, discovered at the East Hampton Library dated March 17, June 3, August 12, and August 26, 1898, mention is made of Theodore Roosevelt and his Rough Riders embarking from Fort Pond Bay. They embarked into the countryside east of Montauk to set-up a camp called Wikoff. A locally produced map of Camp Wikoff shows an artillery site located near Lake Wyandannee also known as Great Pond and Lake Montauk. Also, within these same articles it mentions a ship called the "Barge Protector" en route to Fort Pond Bay as a floating quarantine station (see documents H-4, L-7 and plate 4). These too exist as potential FUDS areas.

(8) Information researched at the East Hampton Library and extracted from the East Hampton Star newspapers and a condensed summary version dated 1944, reveals information about a Naval Air Station located on the southeast corner of Fort Pond from 1917 to 1920. From the National Archives two historical maps dated May 3, 1917 and a revised map, December 5, 1919 point to ammunition areas that were proposed or built (see documents H-5, L-4, L-5 and plate 4).

(9) Other East Hampton Star newspaper articles with year dates of 1921, 1922 and 1924 talk about the Army National Guard Field Artillery Units using lands east of Montauk for training (see document H-6). The team could not locate the impact area, but through interviews with the local population an area is *suspected*. Interviews with Mr. Vorphel, Mr. Cavanaugh, Mr. Morici and Mr. Pitts all talk about ammunition and a dump site being discovered in the Culloden Point area. These gentlemen also describe artillery batteries located from Ditch Plains to Montauk Point (Oceanside), using the Culloden Point area and offshore from Culloden Point to the harbor entrance of Lake Montauk as an impact area (see documents I-4, I-8, I-14, I-15, L-6 and plate 4).

(10) During an interview with a Mr. Jeff Havlik, the team was told about an artillery round that was dug up in a flower garden last year. The 3 inch (British 15 pounder) HE round was discovered by Lisa Grenci at 135 Tuthill Road, Montauk. The team could not determine where this round originated from. In accordance with the New York District Office's real estate findings and documents L-1/L-2, this round does not lie on the subject property (see document L-11). All organizations were notified and responded to the incident (see document I-12, L-3 and photos J-18 thru J-21).

(11) Information from the Navy's EOD Detachment Newport, Rhode Island, states in October 1991 Unit Two responded to an incident on Gardiner's Island. This incident occurred on the southwest side of Gardiner's Island. The items that where discovered were CS Grenades, Grenade simulators, Mk 1 Illumination Rounds, Booby trap simulators and M 14 Magazines, without rounds (see document E-4 and plate 4). This information was forwarded to the New York District's Office, attention Guy Ashcraft and also exists as a potential FUDS area.

6. VISUAL SITE INSPECTION

a. General Procedures and Safety

(1) During the period of 10 July through 14 July 1995, members of the Assessment Team, Mr. Greg W. Olson and Mr. Nick Iaiennaro visited the former Montauk Torpedo Testing Range, Suffolk County, Long Island, New York. The primary task of the team was to assess potential OE presence and usage of the site as a torpedo testing range. The site inspection was limited to non-intrusive methods; i.e. subsurface sampling was not authorized nor performed.

(2) Real estate rights-of-entry were not obtained by the team due to the willingness of the current owners to allow the team to visit their property. Owners were briefed on the non-intrusive nature of the inspection and the safety measures used by the inspection team.

(3) A site safety plan was developed and utilized by the assessment team to assure safety from injury during the site inspection of the area. Prior to the inspection, a briefing was conducted which stressed that OE should only be handled by military EOD personnel (Reference B-3).

(4) Prior to the site visit, a thorough review of all available reports, historical documents, texts, and technical ordnance reference materials gathered during the historical records search was made to ensure awareness of potential ordnance types and associated hazards.

b. AREA A: Industrial Area (Area 'B')

(1) This area consisted of all the working buildings, storage buildings and tank farm (fuel) (see documents K-1 thru K-3, L-1, L-2 and plate 3 and 5). The only two structures that are still standing today are B-10 torpedo building, now the Shell Fish Hatchery and B-15 contractor's shop, now a low income residential unit (see document I-5 and photos J-1 thru J-3 and plate 7).

(2) Today, Rough Riders Landing Condomimuns, Port Royal Owners Corporation, Philger and the Long Island Railroad Company occupies the subject site (see documents L-3, photos J-4 thru J-10, J-32 and plate 6). No OE was observed on the site visit.

c. AREA B: Sewage Disposal Area

The sewage disposal system was designed to be pumped into a treatment plant that was located on top of a hill, outside the main entrance (see document K-1). The sewer system consisted of a septic tank, dosing chamber, disposing field and baffle boards (see photos J-27 thru J-29). In a document dated September 26, 1949, entitled Staff Appraisal of **Area 'B'**, this appraisal mentions that the disposal field has been abandoned and a chlorinator located at the bottom of the hill discharges the treated sewage into the bay. It also mentions at the time of the appraisal the entire system was inoperative (see documents F-16 and L-2). Interviews with the local populists confirm that the Navy only used this area for a sewage disposal and leeching field (see documents I-18 thru I-21). No OE was observed on the site visit.

d. AREA C: Beach Area

This area ranges from low tide to the high tide area and 50 feet beyond (see Table 3-2 and plate 5). This area consisted of the support/operational pier (L-shaped pier) and the boat maintenance shop (see document K-1, L-1, L-2 and photos J-3, J-13, J-14 and J-32). Another structure that is partially standing today on the subject site is the railroad pier (see documents K-1, L-1, L-2 and photos J-11 and J-12). The team believes that this railroad pier was built by the Long Island Railroad Company during the fishing village days to serve the fishermen's catches. Other piers east of the railroad pier were the operating pier and some unknown pier (see document K-1). The operating pier has been refurbished several times and the smaller pier east of this pier is no longer there and the boat maintenance shop is no longer standing (see photo J-32). No OE was observed on the site visit.

e. AREA D: Launch Area (submerged lands)

(1) This area was used as part of the test range for the barge launched Mark 15 torpedoes, but is not included in acreage on the FDE (see documents I-2, I-4, I-7, I-15, I-17, I-20, K-5 and photo J-3). The FDE states that the loading dock and nearby waters is suspect for OE contamination (see document E-1). The loading dock, the term used by the FDE is believed to be the operations pier (see document K-1 and photos J-3, J-13 and J-14). The term "operating pier" itself implies this is where all the operations took place.

(2) The submerged lands of Fort Pond Bay is strewn with small arms ammunition and *'junk'* (see documents I-8, I-9, I-19, I-23, I-25 and photo J-16). Mr. Stuart Vorphel, see document I-4, states that you cannot tow your fishing nets in Fort Pond Bay because of the *'junk'*. Mr. Vorphel drew lines on the team's topography map, showing the towing area the fisherman can use (see document L-8). Another installation located on Fort Pond Bay just west of the subject site, is the Naval designate for the seaplane base, Area 'A' (see document K-6 and plate 1).

(3) Other interesting points about the Fort Pond Bay is that in late 1959, the Whale City Dredging and Dock Corporation of Groton Connecticut erected two dolphins in the bay (see document H-7). The newspaper article mentions Gardiner's Bay, but the team feels they had in mind Fort Pond Bay. In another article from the East Hampton Star dated May 5, 1960, it mentions that the atomic sub George Washington moored in Fort Pond Bay. This article goes on to explain that the government constructed these dolphins (see document H-8). The reason the government constructed these dolphins, was to tie up the submarines to test their sonar systems, because the bay was quiet compared to Block Island Sound. Today, these dolphins are no longer there, the only forms of piling that still exist in the bay were once owned and operated by the Long Island Railroad Company (see photos J-11 and J-12). No OE was observed on the visit.

f. AREA E: Recovery Area (submerged lands)

(1) This area was also associated with the torpedo testing ranges' mission. No historical documents can be located at this time, showing the exact boundaries outside of Fort Pond Bay. However, a newspaper article from the East Hampton Star in 1943, talks about fishermen beware of an area that this article specifies when the torpedo testing range is operating (see document H-2). This area was and is still used today for commercial boat traffic and commercial fishing.

(2) Area E has had ordnance discoveries that **are not** associated with the torpedo testing ranges' mission. The only ordnance items that have been discovered that are associated, were dummy torpedoes netted in the 50's and 60's just outside of Fort Pond Bay (see document I-4 and L-8). To the teams knowledge, no recent discoveries of dummy torpedoes have occurred. No OE was observed on the visit.

7. EVALUATION OF ORDNANCE HAZARDS

a. General Procedures

(1) The site was evaluated to determine confirmed, potential, or uncontaminated ordnance presence. Confirmed ordnance contamination is based on verifiable historical evidence or direct witness of ordnance items. Verifiable historical record evidence consists of ordnance items located on site since site closure and documented by local bomb squads, military Explosive Ordnance Demolition (EOD) Teams, newspaper articles, correspondence, and current findings. Direct witness of ordnance items consists of the site inspection team directly locating ordnance items by visual inspection. Additional field data is not needed to identify a confirmed site.

(2) Potential ordnance contamination is based on a lack of confirmed ordnance presence. Potential ordnance contamination is inferred from records or indirect witness. Inference from historical records would include common practice in production, storage, or disposal at that time, which could have allowed present day ordnance contamination. Potential ordnance contamination could also be based on indirect witness or from present day site features. Additional field data is needed to confirm potential ordnance subsites.

(3) Uncontaminated ordnance subsites are based on a lack of confirmed or potential ordnance evidence. There is no reasonable evidence, either direct or inferred, to suggest present day ordnance contamination. Additional field data is not needed to assess uncontaminated ordnance subsites.

b. AREA A: Industrial Area (Area 'B')

(1) All historical documents indicate this area was the main worksite for the torpedo testing range. The Industrial Area shipped/received the torpedoes, stored the torpedoes and if necessary overhauled the torpedoes (see document K-1 and L-1). All of the explosive ordnance, i.e. torpedo igniters, pyrotechnics and small arms were kept at the magazines in Area 'A', Seaplane Base (see plate 1).

(2) During the demolition of the area by the Grimes Construction Company, which recycled much of the building debris and did extensive earth moving, nothing was found i.e. military ordnance. The only findings that occurred

were in the buildings and the discovered items were transformers and other assorted small containers filled with liquids. None of these items could be confirmed as military leftovers. Mr. Grimes said his company also installed all the sewer/water lines and also constructed the sewage disposal plant for the new condomimuns. He went on to say that there wasn't any earth that wasn't turned over several times (see document I-16).

(3) During the existence of the New York Ocean Science Laboratory from 1969 to 1984, which occupied the entire site and refurbished the buildings and piers, nothing was found i.e. military ordnance. This was in accordance with a Mr. John Bariardi, who was the Founder/President and Director of this laboratory (see document I-18). Due to the fact that nothing has been discovered on the land, during the Ocean Science Laboratory's refurbishing projects or during the demolition of the site by the Grimes Construction Company, this area is considered **uncontaminated.**

c. Area B: Sewage Disposal Area

This area is not mentioned in the FDE as part of the site, but should be included. Confirmation by the local populists stated that the Navy only used this area as a sewage disposal/leeching field (see documents I-18 thru I-21). This supports historic documentation that states the location of the sewage disposal field and what items where located in this area (see document F-16). Also, this land had been excavated by local contractors for years and nothing has been discovered in this area i.e. military ordnance (see document I-27). This area is considered **uncontaminated.**

d. Area C: Beach Area

During Mr. John Bariardi's tenure at the New York Ocean Science Laboratory he discovered military ordnance. This occurred one day after a storm, while he was walking along the beach front and discovered machine gun ammunition (small arms ammunition) that had washed ashore (see document I-18). Because of the confirmed OE in the bay, any storms from the north, northeast or northwest, could wash ammunition ashore or possibly uncover ammunition (small arms) that has been previously washed in and buried on the beach. While this ordnance may have originated from other sites (Area 'A', seaplane base or other FUDS around Fort Pond Bay) the potential exists that other ordnance in the bay could wash ashore. The beach area should be considered

confirmed for small arms ammunition noting that any other unforseeable OE from the bay could wash in.

e. Area D: Launch Area (submerged lands)

This area is not mentioned in the FDE as part of the site, except for the loading dock (operations pier) and the nearby surrounding waters (see document E-1). Because of the numerous accounts of small arms ammunition being discovered on the bottom of the bay by area divers, this bay should be considered **confirmed** (see documents I-8, I-18, I-23, and I-25). Additionally, because the origin of this small arms ammunition is from other surrounding FUDS, it is uncertain what other OE could exist in the bay. Other hazards that are associated with this bay are ship parts, concrete mooring blocks, vehicles and huge pieces of steel cables (see photo J-16).

f. Area E: Recovery Area (submerged lands)

This area is also not mentioned in the FDE as part of the site. But, a newspaper article and other site related interviews state this area was part of the Montauk Torpedo Testing Range. Dummy torpedoes have been netted in this area in the 1950's and 1960's, also because of the surrounding FUDS areas, this site has had other ordnance discoveries that are not associated with the mission of the torpedo range. Due to this fact the site is considered **confirmed** (see documents I-4 and L-8).

8. SITE ORDNANCE TECHNICAL DATA

a. Table 8-1 is a listing of ammunition and explosive fillers *typically* used for the mission of test firing the torpedoes and ordnance confirmed within the bay (Area E).

b. Technical data and drawings relative to the end items and component parts listed in table 8-1 can be found in Appendix D.

TABLE 8-1
AMMUNITION USED AND EXPLOSIVE FILLER

NOMENCLATURE	MODEL/TYPE	FILLER/WEIGHT
Small Arms Ammunition	.45 cal. M1911 propelling charge	N/A /234 grains single perforated granular powder, 5.0 grains
	.30 cal. M1 propelling charge	N/A /110 grains Western Ball powder 14.0 grains
Torpedoes Mark 15/Mark 13	Warhead	INERT/sand
	Fuel Mixture	ethyl alcohol
	MK 6 Mod 2 Igniter	Main Load/153grains celluloid/17 grains blk pwdr w/10% gum arabic/16 grains magnesium
	Impulse Charge	Blk pwdr/7 lb

c. Table 8-2 has been developed to provide information on the explosive/chemical compounds used in the ordnance cited in table 8-1.

TABLE 8-2
CHEMICAL DATA OF ORDNANCE FILLERS

Explosive Material	Synonym(s)	Chemical Formula
Black Powder		
Potassium Nitrate	Saltpeter, Niter	KNO_3
Sulfur		S
Charcoal		C
Magnesium		Mg
Celluloid	(see Nitrocellulose)	
camphor		$C_{10}H_{16}O$
Smokeless Powder	(see nitrocellulose)	
Flashless-nonhygroscopic (FNH)		
Nonhygroscopic (NH)		

TABLE 8-2 (Continued) CHEMICAL DATA OF ORDNANCE FILLERS		
Explosive Material Formula	Synonym(s)	Chemical
Nitrocellulose	Guncotton, Pyroxylin Nitrocotton Cellulose Nitrate	$[C_6H_8O_5(NO_2)_3]_n$
FNH Powder		
Nitrocellulose	Guncotton, Pyroxylin	$[C_6H_8O_5(NO_2)_3]_n$
Dibutylphthalate	gelling agent	$C_6H_4(CO_2C_4H_4H_g)_2$
Dinitrotoluene	DNT	$C_6H_3CH_3(NO_2)_2$
Diphenylamine	stabilizer DPA	$(C_6H_5)_2NH$
Double-base Powder	Ballistite	
Nitrocellulose	Guncotton, Pyroxylin	$[C_6H_8O_5(NO_2)_3]_n$
Nitroglycerin		$CH_2NO_3CHNO_3CH_2NO_3$
Diphenylamine	stabilizer DPA	$(C_6H_5)_2NH$

9. OTHER ENVIRONMENTAL HAZARDS

a. Hazardous, Toxic, and Radiological Waste

A possible hazard may exists in the area located on the former location of the Navy's sewer system that consisted of septic tank, dosing chamber, disposing field and baffle boards (see document K-1 and photos J-27 thru J-29). The current owner of the property is a Mr. Alfred Barone, residing in Remsenburg, New York.

b. Building Demolition/Debris Removal

No building requiring demolition was observed during the site visit. However, the septic system located on Mr. Barone's property should be considered a falling hazard and should be corrected. Also, interviews with local scuba divers, fishermen and a sign posted on the Fort Pond Bay beach, photo J-16, proves that the Navy left a lot of *'junk'* in the bay that may warrant removal.

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER Montauk Torpedo Testing Range (Area 'B')
SUFFOLK COUNTY
MONTAUK LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

APPENDIX A

REFERENCE SOURCES

REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support

GOVERNMENT SOURCES

FEDERAL AGENCIES

DOD

(DLOD) Defense Library Disk Pentagon Library, Room 1A518 Washington, DC 20301-6000	Info Data Base/Svc	(703) 697-4658	No Information
(DDESB) Historical Accident Data Base USATCES, SMCAC-ESM Savanna, Il 61074-9639	Computer Search	(703) 325-8624	No Information
(DLSIE) Defense Logistic Studies Information Exchange US Army Logistics Management College, Ft. Lee, VA 23801	Computer Search	(804) 734-4007	No Information
(DTIC) Defense Technical Information Center Cameron Station Alexandria, VA 22304-6145	Computer Search	(202) 274-7633	No Information
National Personnel Records Center, 9700 Page Ave St. Louis, Mo	Mr. Bill Siebert	(314) 538-4085	No Information
Center of Military History Attn: DAMH-RAS 1099 14th St. NW Washington, DC 20536	Contractor	(202) 504-5416	See Appendix B Section II

REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support

GOVERNMENT SOURCES

FEDERAL AGENCIES

DOD

ARMY

U.S. Army Chemical and Biological Defense Command Aberdeen Proving Ground Maryland 21010-5423	Ms. Kathleen Ciolfi	(410) 679-4430	No Information
USACIDC Building 408 Fort Hamilton, N.Y. 11252	Special Agent Woodword	(718) 630-4402	No Information
(DLSIE) Defense Logistics Studies Info Exchange US Army Logistics Mgmt Fort Lee, Va 23801	Computer Search	(804) 734-4007	No Information
AMCCOM Historical Office Building 110 Rock Island Arsenal, RI, IL	Dr. Lapore	(309) 794-1276	No Information
Army/Air Force Reservation File, Dir. of Real Estate Washington, D.C.	Mr. Fred Lombardo	(202) 272-8972	No Information
(ASMIS) Army Safety Management Info System Fort Rucker, Al 36322	Computer Search	(205) 255-6485	No Information

REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support

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DOD

ARMY (CONTINUED)

Corps of Engineers, New York Jacob K. Javits Federal Bldg New York, N.Y. 10278-0090	Mr. Steve McDevitt Mapping Division	(212) 264-4336	No Information
Office of History Rock Island Arsenal Rock Island, Il 61299-5000	Dr. Herbert LaFore	(309) 793-1450	No Information
Rock Island Arsenal Museum Rock Island, Il 61299-6000	Ms. Kris Gayman Leinicke	(309) 794-3518	No Information
Corps of Engineers, New York Jacob K. Javits Federal Bldg New York, N.Y. 10278-0090	Mr. Gus Sierra Records Officer	(212) 264-7056	No Information
Corps of Engineers, New York Jacob K. Javits Federal Bldg New York, N.Y. 10278-0090	Mr. Bob Hass Mr. Gordon Worlow Real Estate	(212) 264-6070	Background Info
Corps of Engineers Office of History 7701 Telegraph Road Alexandria, Va 22310-3865	Contractor	(703) 355-3558	See Appendix B Section II
Explosive Ordnance Disposal 54th ORD DET Fort Monmouth, N.J. 07703	MSG Hurtle	(908) 532-7055	See document I-26
US Army Chemical School Fischer Library, Bldg 1081 Ft. McClellan, Al 36205	Mr. Dick Pastorett	(205) 848-4414	No Information

REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support

GOVERNMENT SOURCES

FEDERAL AGENCIES

DOD

ARMY (CONTINUED)

US Army Construction Engineering Research Lab (CERL) Champaign, Il 61820	Mr. Pat Lacey	(217) 373-7217	Documents
US Military History Institute Carlisle Barracks, Bldg 22 Carlisle, Pa 17013-5006	Mr. Dennis Vetock Mr. John Slonaker	(717) 245-3611	No Information
Federal Records Center (New York) Building 22 Military Ocean Terminal Bayonne, N.J. 07002-5388	Ms. Karen Lucas Director	(201) 823-7161	RG 181

NAVY

Navy Historical Center Bldg 57, Early History Washington Navy Yard. Washington, DC 20374	Ms. Lynn Stalling	(202) 433-3459	Documents
Navy Historical Center Building 57 Washington Navy Yard Washington, DC 20408	Contractor	(202) 501-5395	See Appendix B Section II
Navy Office of Information, East, 15th Floor 133 East 58th Street New York, NY 10022-1236	Chief Petty Officer Pollard	(212) 826-4653	No Information

REFERENCE SOURCES

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NAVY (CONTINUED)

Naval Facilities Engineering Command, Code 14B Room 10N59 200 Stovall Street Alexandria, Va 22332	Ms. Nancy Varek	(703) 325-0439 DSN 221-0439	Documents
Naval Construction Battalion Code 1564 Port Huenene, Ca 93043-5000	Ms. Arlene Cypher	(805) 982-5569 DSN 551-5569	Documents
Naval Construction Battalion Center, Code 10H-NAVFAC Historian Port Huenene, Ca 93043-5000	Dr. Vince Transsano	(805) 982-5913 DSN 551-5913	Documents
Explosive Ordnance Det. Mobile Unit Two Newport 1176 Howell Street Newport, RI 12841	Chief Wilkerson Chief Beck	(401) 841-3301 DSN 948-3301	See I-28
Explosive Ordnance Det. Mobile Unit Two, Earle NWS 201 State Hwy 34 South Colts Nec, NJ 07722-5036	Chief Renkma	(908) 866-2258 DSN 449-2258	Information
Marine Corps Historical Center, Bldg 58 Washington Navy Yard Washington, DC 20374	Contractor	(202) 433-3483	See Appendix B Section II

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The following organizations and personnel are acknowledged for their support

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DOD			
NAVY (CONTINUED)			
Northern Division Naval Facilities Engr. Command 10 Industrial Hwy Lester, PA 19113-0567	Mr. George Weise Mr. Jim Mill	(610) 595-0567 EXT. 128/135 DSN 443-0567	No Information
Office of Naval Research 33 3rd Ave. New York, NY 10022	Vincent Morano Contracting Officer	(212) 529-2330	No Information
Chief of Naval Operations (N09B35) WNY Bldg 166 (3rd Floor) 901 M Street SE Washington, DC 20374	Mr. Jim Jensen Records Officer	(202) 433-4194	Permission of Records
DEPARTMENT OF TRANSPORTATION			
US COAST GUARD			
Station Montauk 69 Star Island Drive Montauk, LI, NY 11954	Chief Chris Brady	(516) 668-2773	See I-9
Station Moriches 100 Moriches Island Road East Moriches, NY 11940	Chief Burshard Chief Moran	(516) 395-4405	Information
DEPARTMENT OF COMMERCE			
NOAA National Climatic Data Center, Federal Bldg Asheville, Nc 28801	Ms. Yolanda Goosch Mr. Sam McCowan	(704) 271-4272	Climatic Data

REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support

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DEPARTMENT OF INTERIOR

Geological Survey Reston, Va 22092	Mr. Dave Keys	(703) 648-5956	No Information
US Geological Survey Branch of Distribution Box 25286, Bldg 810 Denver Federal Center Denver, Co. 8022	Customer Service	(303) 236-7476	Topographical Maps

DEPARTMENT OF AGRICULTURE

Aerial Photography Field Office, P.O. Box 30010 Salt Lake City, Ut 84131	Ms. Sherrie Holyoak	(801) 975-3503	Aerial Photo
Consolidated Farm Service Agency, 176 Old Country Rd Riverhead, N.Y. 11901	Ms. Sue Bruno	(516) 727-2732	Aerial Photo
National Resources Conservation Service Room E-16, 3 Center Drive Riverhead, N.Y. 11901	Mr. Alan Connell	(516) 727-2732	Soil Survey Data

FEDERAL AGENCIES

Library of Congress Washington, DC 20536	Contractor	(202) 707-5522	See Appendix B Section II
Smithsonian Institution Historical Research Division Washington, DC 20560	Contractor	(202) 357-3133	See Appendix B Section II

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FEDERAL AGENCIES (CONTINUED)

Federal Bureau of Investigation 10th & Pennsylvania Ave Room 3918 Washington, DC 20535	Mr. Mike Flanning	(202) 324-2696	No Information

NATIONAL ARCHIVES REFERENCE ADMINISTRATION

National Archives NE Region 12th Floor 201 Varick Street New York, NY 10014	Mr. John Celardo Ass't Director Mr. Richard Gelbke	(212) 337-1300	RG's 181,270
Archives I (Modern Military) Pennsylvania Ave & 7th Washington, DC 20408	Contractor	(202) 501-5385	See Appendix B Section II
Archives I (Navy) Pennsylvania Ave & 7th Washington, DC 20408	Contractor	(202) 501-5671	See Appendix B Section II
Archives I (Old Military) Pennsylvania Ave & 7th Washington, DC 20408	Contractor	(202) 501-5390	See Appendix B Section II
Archives II (Cartographic/Architectural) 8601 Adelphi Road College Park, Md 20740	Contractor	(301) 713-7040	See Appendix B Section II

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NATIONAL ARCHIVES
REFERENCE ADMINISTRATION

Archives II (Civil Reference Branch) 8601 Adelphi Road College Park, Md 20740	Contractor	(301) 713-7250	See Appendix B Section II
Archives II (Motion Picture Branch) 8601 Adelphi Road College Park, Md 20740	Contractor	(301) 713-7060	See Appendix B Section II
Archives II (Still Picture Branch) 8601 Adelphi Road College Park, Md 20740	Contractor	(301) 713-6660	See Appendix B Section II
Archives II (Textual Branch) 8601 Adelphi Road College Park, Md 20740	Contractor	(202) 501-5385	See Appendix B Section II
Suitland Branch (Civil/Military) 4205 Suitland Road Suitland, Md 20409	Contractor	(301) 763-7410	See Appendix B Section II

NON-GOVERNMENT SOURCES

NATIONAL AGENCIES Council on America's Past 518 WHY Worry Lane Phoenix, AZ 85021	Heliogram Publication	(800) 396-4693	No Information

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The following organizations and personnel are acknowledged for their support

NON-GOVERNMENT SOURCES

NATIONAL AGENCIES (CONTINUED) (DIALOG) Knight-Ridder Information Inc. 2440 EL Camino Real Mountain View, CA 94040	Computer Search	(800) 334-2564	No Information
On-line Computer Library Center 6565 Franz Road Dublin, Oh 43017-3395	Computer Search	(800) 848-5878	No Information
(STILAS) SIRSI Corporation 689 Discovery Drive Huntsville, Al 35806	Computer Search	(205) 922-9820	No Information

GOVERNMENT SOURCES

STATE AGENCIES

NEW YORK

New York State Library Empire State Plaza Albany, NY 12230	Ms. Lynn Eggleston Mr. Mike Espito	(518) 474-5930	No Information
Field Service Bureau NY State Parks, Rec & Hist. Preservation Peebles Island PO Box 189 Waterford, NY	Mr. Bob Kurn	(518) 237-8643 Ext 255	Information
New York State DCE Information Service Wildlife Resources Center 700 Troy-Schenectady Road Latham, NY	Ms. Petrusiak	(518) 783-3932	Endangered Species

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STATE AGENCIES (CONTINUED)			
New York State DEC SUNY, Bldg 40 Stony Brook, NY 11790-2356	Mr. Louiis A. Chiarella Regional Manager	(516)444-0295	Wetlands See document L-10
STATE NEW YORK			
COUNTY SUFFOLK			
Sheriff's Department 100 Center Road Riverhead, LI, NY 11901	Mr. Brady	(516) 852-2200	No Information
County Police Department Emergency Service 2173 Smithtown Ave Ronkonkoma, NY 11779	Mr. Mike Ruddick Bomb Squad	(516) 854-5707	No Information
Real Property Tax Service Agency 300 Center Drive Riverhead, NY 11901		(516) 852-1550	Maps
Historical Society Library 300 W Main Street Riverhead, NY 11901-2894	Mr. David Kerfhof	(516) 727-2881	Information
County Police Department 30 Yaphank Ave Yaphank, NY 11980	Lt. Erickson	(516) 852-6092	No Information
CITY GOVERNMENTS			
East Hampton Planning Dept. 300 Pantigo Place Suite 106 East Hampton, NY 11937	Mr. Jim Cavanaugh, Ass't Dir. Environmental	(516) 324-2178	Accompanied Team on Visit

REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support

GOVERNMENT SOURCES

CITY GOVERNMENTS			
East Hampton Planning Dept. 300 Pantigo Place Suite 105 East Hampton, NY 11937	Mr. Ron Pirrelli Ms. Kate McNally	(516) 324-2178 2696	See I-1 See I-3
East Hampton Tax Accuser 300 Pantigo Place East Hampton, NY 11937	Ms. Sandra Baldwin Ms. Blanch Riley	(516) 324-4187	Tax ownership See I-2
Town of East Hampton Police 159 Pantigo Road Town of East Hampton, NY	Officer Sledge	(516) 324-0024	No Information
Town of East Hampton Police (Montauk)	Lt. Van Quick	(516) 668-3709	See I-10

NON-GOVERNMENT SOURCES

LIBRARIES/OTHER			
Montauk Library Montauk Hwy PO Box 700 Montauk, NY 11954	Ms. Christine Langerfeld	(516) 668-3377	Newspaper Articles
East Hampton Library East Hampton, NY	Ms. Dorothy King		Newspaper Articles
Interscience Research PO Box 2101 South Hampton, NY 11969	Mr. Rich Warren	(516) 283-5958	Environmental Impact Study
Northern Illinois Library System 4034 East State Street Rockford, Il 61108	Computer Search	(815) 229-0330	No Information

REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support

NON-GOVERNMENT SOURCES

SITE RELATED PERSONNEL			
Stuart Vorphel	Fisherman	(516) 324-4179	See document I-4
John Aldred	Director of Department of Aqua Charter & Habitat Protection	(516) 668-4601	See document I-5
Bill Taylor	Harbor Master		See document I-6
Norman Edwards	Fisherman	(516) 267-3832	See document I-7
Ed Michaels	Harbor Master (Montauk)	(516) 329-3078	See document I-11
Jeff Havlik	Senior Bay Constable	(516) 329-3078	See document I-12
Bill Quick	Maintenance Foreman	(516) 668-2903	See document I-13
Charles Morici	Retired Police Officer	(516) 668-2942	See document I-14
Clancy Pitts	Retired Fisherman	(516) 668-2478	See document I-15
Charlie Grimes	Owner Grimes Const. Co.	(516) 668-5332	See document I-16 & See document I-27
Perry Duryea, Jr.	Owner Duryea & Sons, Inc.	(516) 668-2484	See document I-17
John Bariardi, Ph.D.	Retired Founder/President New York Ocean Science Laboratory	(516) 668-5145	See document I-18
Robert Bariardi	son of John Bariardi	(516) 668-5145	See document I-19

REFERENCE SOURCES

The following organizations and personnel are acknowledged for their support

NON-GOVERNMENT SOURCES

SITE RELATED

PERSONNEL

Lena A. Greenwaldt	Bookkeeper of Duryea & Sons, Inc.	(616) 668-2484	See document I-20
Asa Peekham	Retired Maintenance Man	(516) 668-1791	See document I-21
Jack Tanzman	Private Business	(516) 862-6779	See document I-22
Paul Neff	Private Business	(516) 997-0864	See document I-23
Fernado Bustamate	Owner, Landscape Co.	(516) 726-4767	See document I-24
Larry Gerber	Owner, Sea Scapes Dive Shop, Syossett, NY	(516) 496-7833	See document I-25
Master Sgt. Hurtle	54th EOD Fort Monmouth, NJ	(908) 532-7055	See document I-26
Chief Leon Beck Chief Wilkerson	Mobile Unit Two, EOD Newport, RI	(401) 841-3301	See document I-28
Allyson Daniels	46 Woodlawn Avenue East Moriches, N.Y.	(516) 878-8704	Refused Interview
Alfred Barone	Basket Neck Lane Remsenburg, N.Y.	(516) 732-4060 Business Phone	Does Not Respond See document I-29

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE (AREA 'B')
SUFFOLK COUNTY
MONTAUK LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

APPENDIX B

REFERENCES AND ABSTRACTS

BIBLIOGRAPHIES

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Montauk Submarine Base & Torpedo Test Range

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Montauk Submarine Base & Torpedo Test Range
Negative Report

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Nothing Found

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Nothing Found

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All Collections
Nothing Found

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NARA Washington, DC
RG 160, Records of the Headquarters Army Service Forces;
Entry 27, Mobilization Division, Command Installation Branch, Correspondence File;
Nothing Found

NARA Washington, DC
RG 18, Records of the Army Air Forces;
Project Files, Airfields, 1939-42;
Nothing Found

NARA Washington, DC
RG 18, Records of the Army Air Forces;
Central Decimal Files, 1917-38;
Nothing Found

NARA Washington, DC
RG 18, Records of the Army Air Forces;
Central Decimal Files, 1939-9/1942;
Nothing Found

NARA Washington, DC
RG 18, Records of the Army Air Forces;
Central Decimal Files, 10/1942-1944;
Nothing Found

NARA Washington, DC
RG 18, Records of the Army Air Forces;
Central Decimal Files, 10/1942-1944, Bulky Files;
Nothing Found

NARA Washington, DC
RG 18, Records of the Army Air Forces;
Air Adjutant General, Classified Records, Decimal Files, 1945-48;
Nothing Found

NARA Washington, DC
RG 18, Records of the Army Air Forces;
Air Adjutant General, Unclassified Records, Decimal Files, 1947;
Nothing Found

NARA Washington, DC
RG 269, Records of the General Services Administration;
Real Property Disposal Case Files Transferred from FCA, 1945-53;
Nothing Found

NARA Washington, DC
RG 270, Records of the War Assets Administration;
General Review Board, Action Files, 1946-1949;
Nothing Found

NARA Washington, DC
RG 337, Records of Headquarters, Army Ground Forces;
General Staff (G4), Combat Arms Advisory Inspection Reports, 1945-54;
Nothing Found

NARA Washington, DC
RG 338, Records of U.S. Army Commands;
Nothing Found

NARA Washington, DC
RG 35, Records of the Civilian Conservation Corps;
Entry 115, Camp Inspection Reports;
Nothing Found

NARA Washington, DC
RG 389, Records of the Office of the Provost Marshal General;
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NARA Washington, DC
RG 393, Records of U.S. Army Continental Commands, 1821-1920;
Nothing Found

NARA Washington, DC
RG 407, Records of the Adjutant General's Office, 1917-;
Army - AG Project Decimal File, 1940-1950;
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NARA Washington, DC
RG 69, Records of the Work Projects Administration;
Nothing Found

NARA Washington, DC
RG 94, Records of the Adjutant General's Office, 1780's-1917;
Nothing Found

National Geographic Society
All Photographs in Collection
Nothing Found

Navy Historical Yards, Navy Department Library
All Collections
Nothing Found

Smithsonian National Air & Space Museum
All Collections
Nothing Found

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE, AREA 'B'
SUFFOLK COUNTY
MONTAUK LONG ISLAND, NEY YORK
PROJECT NUMBER C02NY076602

APPENDIX C

GLOSSARY

APPENDIX C

GLOSSARY

ASR	Archives Search Report
BD/DR	Building Demolition/Debris Removal
CEHND	Corps of Engineers, Huntsville Division
CENCR	Corps of Engineers, North Central, Rock Island
CENAN	Corps of Engineers, New York District
DA	Department of Army
DERP	Defense Environmental Restoration Program
DOD	Department of Defense
EE/CA	Engineering Estimate/Cost Analysis
EOD	Explosive Ordnance Disposal
EPA	Environmental Protection Agency
ESI	Expanded Site Investigation
FDE	Findings and Determination of Eligibility
FUDS	Formerly Used Defense Site(s)
GSA	General Services Administration
HTRW	Hazardous, Toxic and Radiological Waste
INPR	Inventory Project Report
IRA	Interim Remedial Action
L.I.	Long Island
LT	Lieutenant
MK	Mark
MOD	Model
MSG	Master Sergeant
NOAA	National Oceanic and Atmospheric Administration
OE	Ordnance and Explosive
PA	Preliminary Assessment
PCB	Polychlorinated Biphenyl
PDR	Pounder
PN	Project Number
PSI	Pounds per Square Inch
RAC	Risk Assessment Code
RR	Railroad
SCS	Soil Conservation Service
SGT	Sergeant
SI	Site Inspection
USACE	U.S. Army Corps of Engineers
USADACS	U.S. Army Defense Ammunition Center and School
USATCES	U.S. Army Technical Center for Explosives Safety
USN	United States Navy
UXO	Unexploded Ordnance
WAA	War Assets Administration
WD	War Department

ORDNANCE AND EXPLOSIVES
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FOR
FORMER MONTAUK TORPEDO TESTING RANGE, AREA 'B'
SUFFOLK COUNTY
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APPENDIX D

TEXTS/MANUALS

APPENDIX D

TEXT/MANUALS

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D-2 American Combat Planes, Third Edition (B-8).

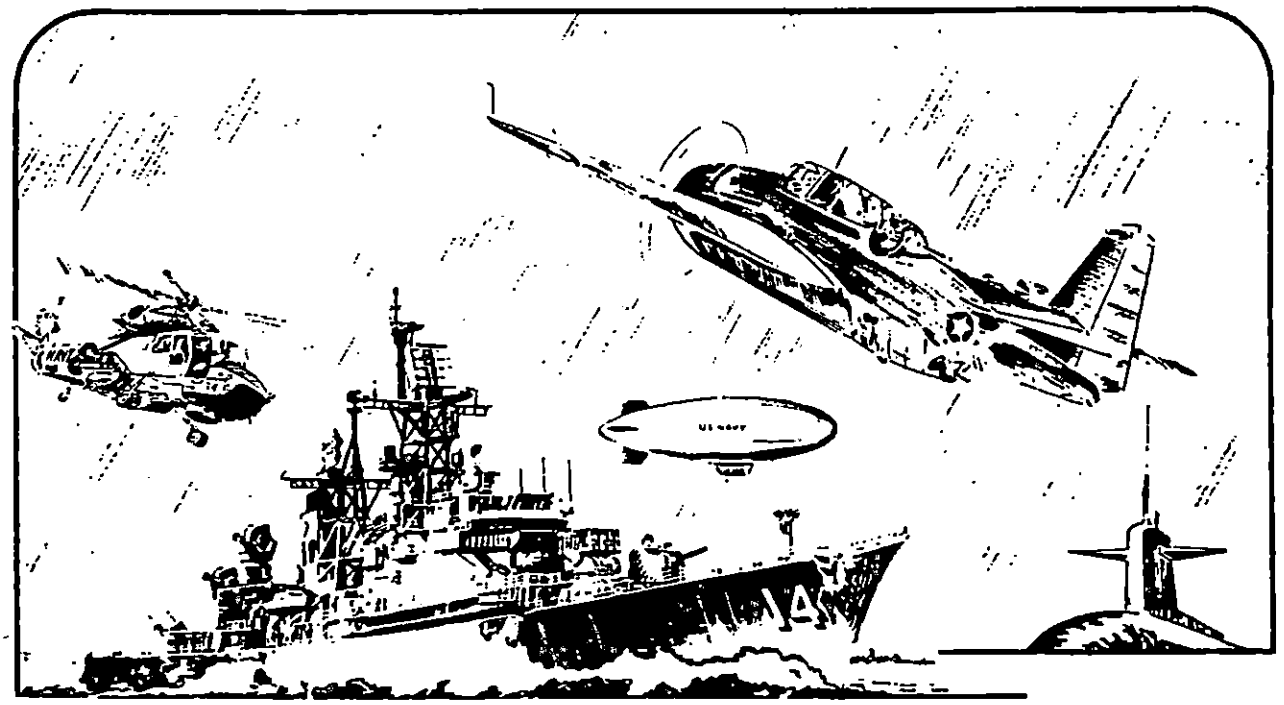
D-3 Information on MK 13 & MK 15 Torpedoes (B-12).

D-4 Cartridges .30 & .45 Calibers (B-10).

NUSC Technical Document 5436
15 September 1978

A Brief History of U.S. Navy Torpedo Development

E. W. Jolie
Weapon Systems Department



Naval Underwater Systems Center
Newport Laboratory

Distribution limited to U. S. Government agencies only; test and evaluation; 15 September 1978. Other requests for this document must be referred to the Naval Underwater Systems Center.

In the light of establishing a competitor to E. W. Bliss Co., who had enjoyed a virtual monopoly in supplying torpedoes to the U.S. Navy, the climate was probably more favorable for dealing with Whitehead rather than Bliss for manufacturing rights, tooling, etc. At the same time, an order for additional Whitehead Mk 5 torpedoes was placed with Vickers Ltd., in England, perhaps an indication of a strained relationship between the U.S. Navy and the Bliss Co.

Bliss staged a comeback with the Bliss-Leavitt Mk 6 torpedo in 1911 which used horizontal turbines (spin axis at right angles to the longitudinal centerline). An 18-inch diameter torpedo intended for above-water launching, this weapon could obtain a speed of 35 knots but a range of only 2000 yards.

THE "STEAM" TORPEDO

The Bliss-Leavitt Mk 7 torpedo was the next significant step forward in technology. A water spray was introduced into the combustion pot along with the fuel spray and the "steam" torpedo came into being.

Torpedo Mk 7, with a range of 6000 yards at 35 knots, was introduced into the Fleet about 1912 and was in use for 33 years up to and including World War II when it was used in reactivated World War I destroyers (with 18-inch torpedo tubes).

In the "steam" torpedo, air, fuel, and water are simultaneously fed into the combustion pot. The fuel burns and the water reduces the temperature of the gases produced by combustion. The water turns into steam, thus increasing the mass of the gas. The gases generated by combustion and the steam provide the motive power to the engine. Although only a fraction of the gases is steam, the term "steam" torpedo has been generally used throughout the years (figure 14).

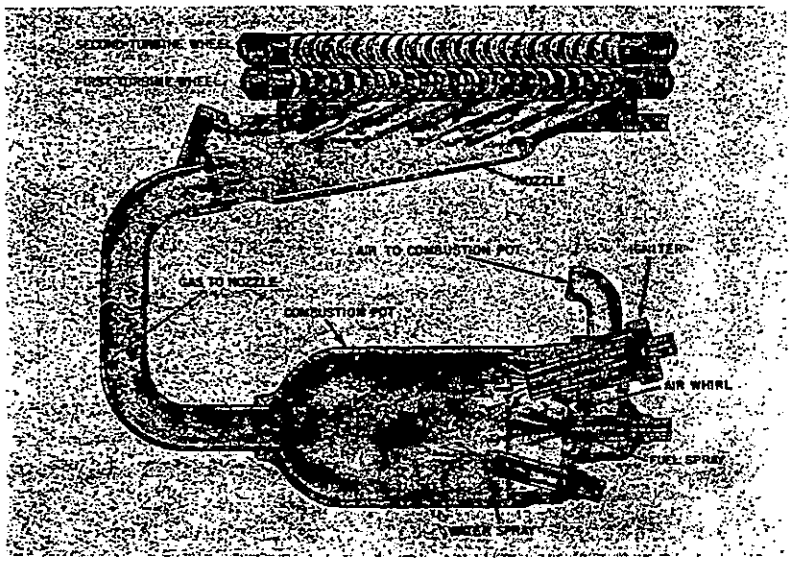


Figure 14. Typical Hot Gas Generator System of Steam Torpedo

and

4. Torpedo Mk 10 - used by submarines with 21-inch tubes.

In the mid-1920's, manufacturing efforts were minimal, and the efforts were mainly concerned with improving the existing torpedo inventory. Development of Torpedo Mk 11, which was started at the Washington Navy Yard, was completed by the Torpedo Station at Newport in 1926. This torpedo, which was intended for use by destroyers and cruisers, had multirange/speed selection: 6000 yards at 46 knots, 10,000 yards at 34 knots, or 15,000 yards at 27 knots. (Cruiser use of torpedoes was discontinued in 1936.) Production of Torpedo Mk 11 started in 1927; however, in 1928, the Mk 11 was succeeded by the Mk 12, which was similar but refined in many details. About 200 Mk 12's were produced.

The 1930's were the development/production years for Torpedoes Mk 13 (aircraft), Mk 14 (submarine), and Mk 15 (destroyer), which constituted the U.S. "modern" torpedo inventory at the start of World War II.

PRE-WORLD WAR II ERA (1930-1939)

DEVELOPMENT OF THE AIRCRAFT TORPEDO MK 13

The development of the aircraft torpedo covered a time span of about 25 years. It involved two Navy Bureaus - Ordnance and Aeronautics (the latter due to the necessity of parallel development of a satisfactory torpedo plane).

The first experimental air drops were made in May 1920 at the Naval Air Station, Anacostia, Md., using two Torpedoes Mk 7 Mod 5. Air speed for these drops is believed to have been 50 to 55 knots at altitudes of 18 and 30 feet. It was found that the torpedo dropped from 30 feet was badly damaged while the one dropped from 18 feet was not.

The prime mover in the early days of Naval aviation, particularly with respect to the use of the torpedo as an aircraft strike weapon, was Rear Adm. Bradley A. Fiske, U.S.N. He was granted a patent for the torpedo plane in 1912. Included in his patent were proposed methods for the tactical use of the aircraft torpedo, which were used by the U.S. Navy for many years.

A degree of the interest in the aircraft torpedo is evidenced by the fact that an Aviation Unit for the Newport Torpedo Station was established at Gould Island, R.I., in 1921. It was at this facility that the bulk of the testing that ultimately resulted in the aircraft torpedo was accomplished.

In the beginning, efforts were directed towards modification/adaptation of existing torpedoes for aircraft application. By 1924, Torpedoes Mk 7 were being launched successfully from DT 2 torpedo planes at air speed of 95 knots from an altitude of 32 feet. An air-dropped Mk 7 is shown in figure 15.

In February 1925, BuOrd initiated "Project G-6" to develop a torpedo specifically for aircraft launching with the following specifications:

Weight (warshot) - 2000 pounds,
Warhead charge - 350 pounds,
Minimum range - 4000 yards,
Minimum speed - 35 knots,
Diameter - 21 inches,
Length - not to exceed 18 feet.

The torpedo was also to withstand launching speed of 140 mph from an altitude of at least 40 feet.

In 1926, Project G-6 was discontinued in favor of adapting existing 18-inch torpedoes. The moratorium was short-lived and Project G-6 was revived in 1927 upon the urging of the Chief of the Bureau of Aeronautics. The intent was to develop a torpedo designed to meet aircraft requirements, in order that production could be started before the existing stock of 18-inch torpedoes was depleted.

After a period of vacillation, specifications were revised in 1929. The torpedo was to be capable of launch at 100 knots (ground speed) from an altitude of 50 feet. Other specifications included:

Range - 7000 yards,
Speed - 30 knots/minimum,
Weight (warshot) - 1700 pounds,
Warhead charge - 400 pounds,
Diameter - 23 inches,
Length - 13 feet 6 inches (maximum).

The design that evolved from these specifications was the 13-foot, 6-inch by 22.5-inch torpedo which was designated the Mk 13 in August 1930. Work on Project G-6 was again halted from October 1930 to July 1931 due to the elimination of the torpedo squadron from the Carrier Air Group planned for the USS RANGER (CV 4).

In March 1933, the question of whether or not there would be a torpedo plane was aired. The question not only arose out of the undesirable features of the plane (T4M/TG) then in use (poor performance, poor capability

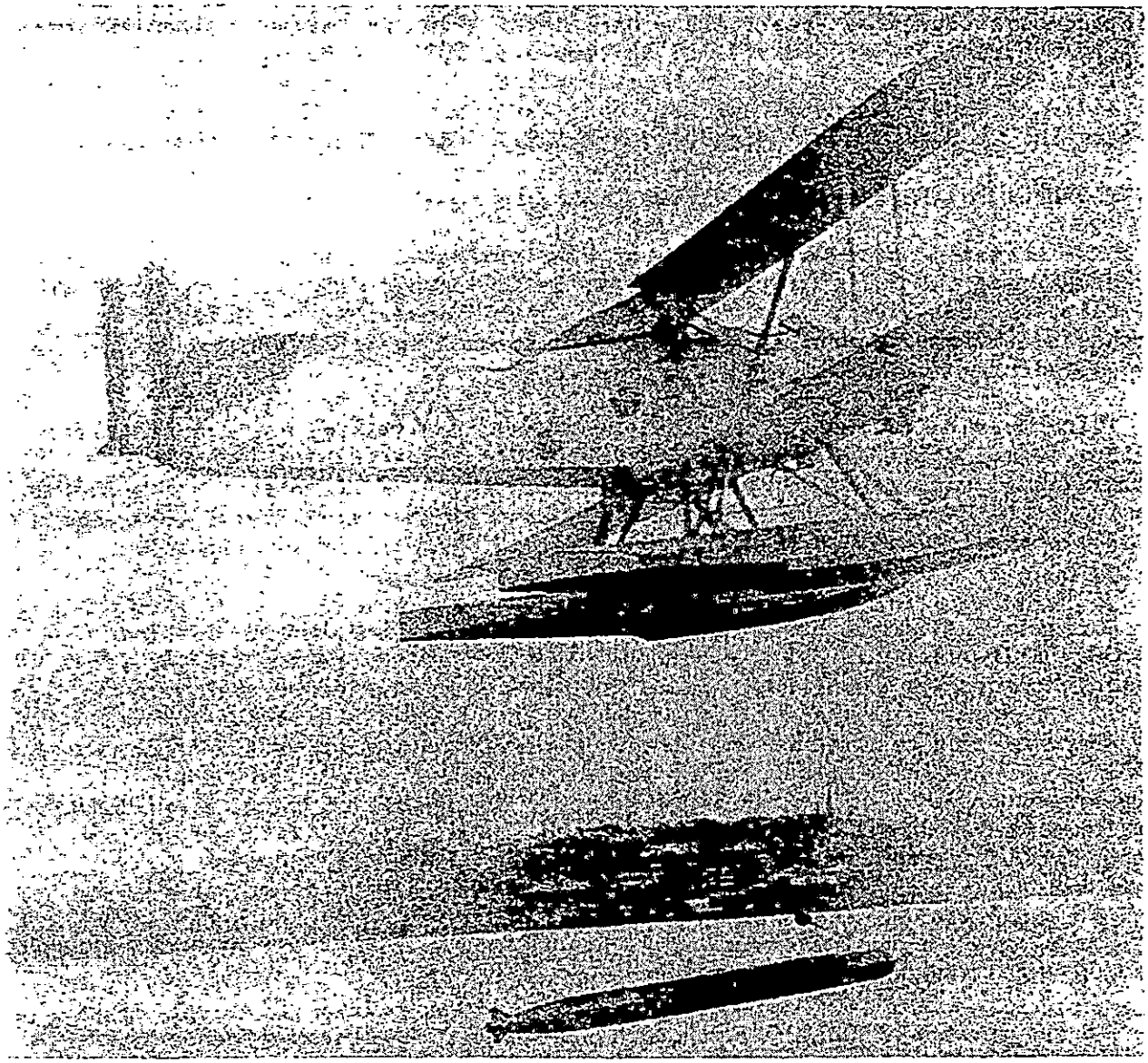


Figure 15. Aircraft-Dropped Torpedo Mk 7

for self-defense, large size, and high cost of operation and maintenance) but also because of poor torpedo performance. These two factors tended to result in tactical ineffectiveness and large losses of material.

The Bureau of Aeronautics, in essence, withdrew support for the Mk 13 type torpedo, favoring instead the development of a 1000-pound torpedo for use from bombing aircraft with these specifications: (1) capable of launching at 125 knots from an altitude of 50 feet; (2) range, 2000 yards; and (3) speed, 30 knots.

D-1

At the time, BuOrd considered that the development of the 1000-pound torpedo was practically impossible within the state of the art and continued with the development of the Mk 13. This development was given greater impetus by the outbreak of World War II in September of 1939. Torpedo Mk 13 was available, although in limited numbers, when the United States entered the war in 1941. Aircraft employed were the Douglas Devastator (TBD, circa 1937) and, later, the Grumman/General Motors Avenger (TBF and/or TBM, both circa 1941).

DEVELOPMENT OF THE SUBMARINE TORPEDO MK 14

The submarine torpedo inventory of 1930 consisted of Torpedo Mk 7 (18-inch tubes), Torpedo Mk 9 (converted from battleship torpedoes), and Torpedo Mk 10 (developed about 1915). The development of the Torpedo Mk 14 during the decade following provided a 21-inch modern steam torpedo with a two-speed/range capability and a large warhead.

With Mk 14 development completed and production started prior to the start of the second World War, approximately 13,000 torpedoes of this type were manufactured during the war years. The mainstay of the submarine force in the war until the advent of the wakeless, electric Torpedo Mk 18 about 1944, the Mk 14 is credited with sinking approximately 4,000,000 tons of Japanese shipping.

Originally designed and produced for mechanical fire control setting, Torpedo Mk 14 was modified to be compatible with modern electrical-set fire control systems, and continues in service in today's submarine forces.

Wartime service demands for more torpedoes and scarcity of materials in 1943 led to development and manufacture of Torpedo Mk 23, a short-range, high-speed torpedo (4500 yards at 46 knots). Identical to the Mk 14 without the low-speed feature, this torpedo was not favored by the operating forces since the multispeed option of the Mk 14 permitted greater tactical flexibility, especially during the latter stages of World War II, when more sophisticated escorts and ASW tactics forced firing from longer ranges.

DEVELOPMENT OF THE DESTROYER TORPEDO MK 15

In the years between the World Wars, destroyer construction ceased with the commissioning of the last of 273 flush-decked, four stackers in 1922. No new destroyers were commissioned in the years between 1922 and 1934.

The USS FARRAGUT (DD 348), commissioned in 1934, embodied many innovations such as welded hull construction, a high-pressure, steam power plant, improved gun and torpedo fire control systems; and a 5-inch/38-caliber dual-purpose gun to replace the old 4-inch one. The modern destroyer of this and later classes was equipped with multiple-mount, 21-inch torpedo tubes.

The limited inventory of destroyer Torpedoes Mk 11 and Mk 12 developed and produced during the economy years (1920's), coupled with limited warhead size (500 pounds), were factors leading to the development of Torpedo Mk 15 in 1931. With speed and range similar to its predecessors, it was longer and

heavier due to the increase in the size of the warhead from 500 to 825 pounds. Development of the Mk 15 was completed prior to the start of World War II. Production started and continued during the war years to the extent that approximately 9700 Torpedoes Mk 15 were manufactured.

Decisively used on occasion during the war in the Pacific, the Mk 15 died a natural death when the 21-inch torpedo tubes were removed from destroyers during the Fleet rehabilitation and modernization program of the 1950's, to make way for ASW weaponry consistent with the emerging role of the destroyer as an ASW platform.

WORLD WAR II ERA (1939-1950)

NATIONAL DEFENSE RESEARCH COMMITTEE

In June 1940, President Roosevelt appointed a group of eminent civilian scientists to be members of the National Defense Research Committee (NDRC). Dr. James B. Conat, President of Harvard University, was appointed chairman. Others named were Dr. Karl Compton, President of the Massachusetts Institute of Technology (M.I.T.) and Dr. Frank B. Jewett, President of the National Academy of Science. It was established as a unit of the Office of Scientific Research and Development (OSRD), which was headed by Dr. Vannevar Bush, President of the Carnegie Institution in Washington, D.C. The main objectives of NDRC were to: (1) recommend to OSRD suitable projects and research programs on the instrumentalities of war, and (2) initiate research projects on request of the U.S. Army and Navy or allied counterparts. NDRC, as finally constituted, consisted of 23 divisions, each specializing in a particular field.

Division 6 (Sub-Surface Warfare, headed by Dr. John T. Tate) was the group tasked with the torpedo research and development role. The division's first objective was "the most complete investigation possible of all the factors and phenomena involved in the accurate detection of submerged or partially submerged submarines and in anti-submarine devices."[5] Through the systematic study of all phases of underwater acoustics, the ground work was laid to permit engineering development and deployment of the acoustic homing torpedo during World War II.

THE ELECTRIC TORPEDO MK 18

Capture of the German submarine U 570 in 1941, gave the United States a German G7e electric torpedo (in January 1942), which led to the development of Torpedo Mk 18 by Westinghouse Electric Company at its Sharon, Pa., facility. Within 15 weeks, the first prototype was delivered. Six months from the date of contract award, the first six production units were delivered. Torpedo Mk 18 is credited with having sunk 1,000,000 tons of Japanese shipping during World War II. In addition to being wakeless, electric torpedoes such as the Mk 18 required only about 70 percent of the labor required to manufacture a torpedo with thermal propulsion.

Table 3. Torpedo Attacks and Hits for U.S. Carrier-Based Aircraft (7 Dec 1941 to 31 May 1945)

Class of Targets	Number of Attacks*	Number of Hits	Percentage of Hits
Battleships and carriers	322	162	50
Cruisers	341	114	34
Destroyers	179	55	31
Total warships	842	331	39
Merchant vessels	445	183	41
Total	1287	514	40

*An "attack," for the purpose of this table is defined as one plane attacking one ship with a torpedo.

WORLD WAR II TORPEDO PRODUCTION

As an overview of the level of torpedo activity during World War II, the expanded production capability consisting of the Pontiac Motors Division; the International Harvester Co;, the Naval Torpedo Stations at Newport, Keyport, and Alexandria; and the American Can Co. (Amtorp) at Forest Park, Ill., and St. Louis, Mo., produced nearly 50,000 conventional torpedoes as follows:

Torpedo Mk 13 - 16,600,
Torpedo Mk 14 - 13,000,
Torpedo Mk 15 - 9,700,
Torpedo Mk 23 - 9,600.

Westinghouse Electric Corp., Western Electric Co., and General Electric Co. produced approximately 15,000 of the newer types of torpedoes as follows:

Torpedo Mk 18 - 9,000,
Mine Mk 24 - 4,000,
Torpedo Mk 27 Mod 0 - 1,100,
Torpedo Mk 28 - 1,000.

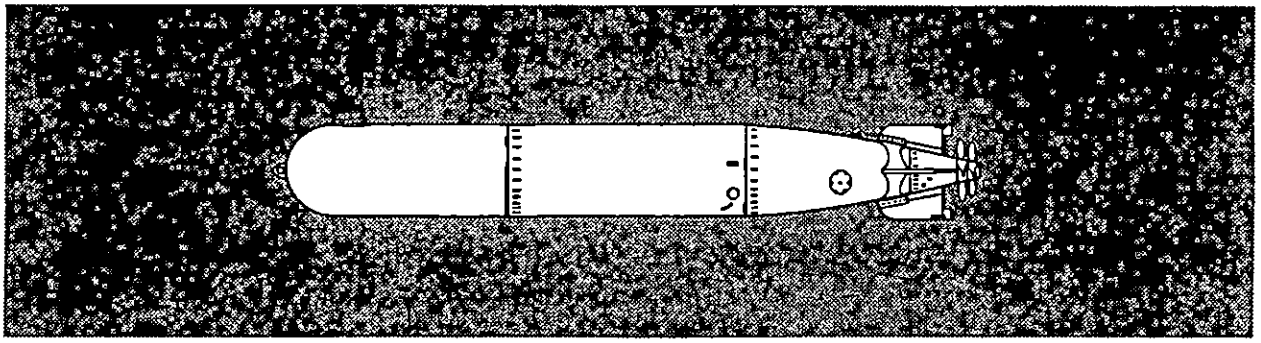
Table 4. Torpedoes in Service at End of World War II

Designation	Launch Platform	Target Use	Characteristics		Prop. System	Control System
			Physical	Performance		
Torpedo Mk 13	Aircraft	Surface Ship	22.5 inches diameter 161 inches length 2216 pound weight	33.5 knots 6300 yards	Steam Turbine	Air/Gyro
Torpedo Mk 14	Submarine	Surface Ship	21 inches diameter 246 inches length 3209 pounds weight	46.3/31.1 knots 4.5/9 kiloyards	Steam Turbine	Air/Gyro
Torpedo Mk 15	Destroyer	Surface Ship	21 inches diameter 288 inches length 3841 pounds weight	26.5/33.5/45 knots 15/10/6 kiloyards	Steam Turbine	Air/Gyro
Torpedo Mk 18	Submarine	Surface Ship	21 inches diameter 245 inches length 3154 pounds weight	29 knots 4000 yards	Electric Secondary Battery	Air/Gyro
(Torpedo) Mine Mk 24	Aircraft	Submarine	19 inches diameter 84 inches length 680 pounds weight	12 knots 4000 yards	Electric Secondary Battery	Passive Acoustic
Torpedo Mk 27	Submarine	Escort Ship	19 inches diameter 90 inches length 720 pounds weight	12 knots 5000 yards	Electric Secondary Battery	Passive Acoustic
Torpedo Mk 28	Submarine	Surface Ship	21 inches diameter 246 inches length 2800 pounds weight	19.6 knots 4000 yards	Electric Secondary Battery	Passive Acoustic

Torpedo Mk13

DEVELOPMENT DATE:
1936

APPROXIMATE IN-SERVICE DATES:
1938-1950



Torpedo Mk 13 was the first torpedo designed specifically for aircraft launching. Developed by the Naval Torpedo Station, Newport, R.I., approximately 17,000 of these antisurface ship torpedoes were produced during World War II. Among the producers were the Naval Torpedo Station; Pontiac Motor Division, Pontiac, Mich.; the Amertorp Corp., Forest Park Ill., and St. Louis, Mo.; and the International Harvester Co. The Mk 13 torpedo saw service during the second World War and was eventually outmoded by ASW torpedoes.

CHARACTERISTICS

PHYSICAL

Length	161 inches
Diameter	22.5 inches
Weight	2216 pounds
Propulsion	Turbine
Guidance	Gyro
Enabling	No
Flask Air Pressure	2800 psi
Homing	No
FC Settings	Mechanical
Warhead	Mk 13 600 pounds TPX
Exploder	Mk 8 Contact

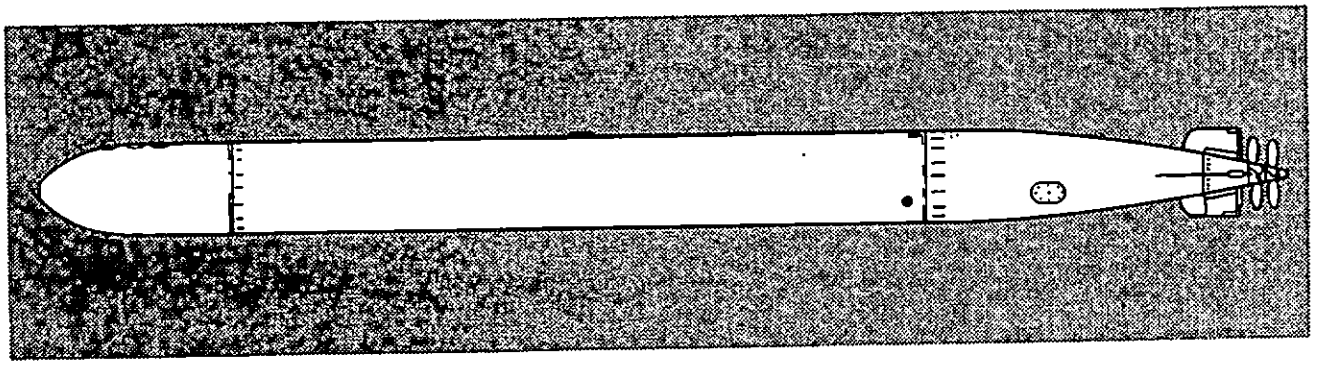
PERFORMANCE

Speed	33.5 knots
Range	6300 yards

Torpedo Mk15

DEVELOPMENT DATE:
1935

APPROXIMATE IN-SERVICE DATES:
1938-1956



Developed and produced by the Naval Torpedo Station, Newport, R.I., Torpedo Mk 15 was designed as a replacement for the Mk 11 and Mk 12 torpedoes in surface ship application. It was 17 inches longer and 300 pounds heavier than its predecessors. The additional weight was due to increased payload. Approximately 9700 Mk 15 torpedoes were produced during the period 1940 through 1944. This torpedo was the last destroyer-launched, antisurface ship torpedo in wide service use. As part of the Fleet modernization program of the 1950's, it was phased out of service by the removal of the quintuple-mount torpedo tubes from destroyers. Torpedo Mk 15 was developed by the Naval Torpedo Station, Newport, R.I., and produced by the Torpedo Station and by the Naval Ordnance Plant, Forest Park, Ill.

CHARACTERISTICS

PHYSICAL

Length	288 inches
Diameter	21 inches
Weight	3841 pounds
Propulsion	Turbine
Guidance	Gyro
Enabling	No
Homing	No
FC Settings	Mechanical
Warhead	Mk 17 Mod 3 825 pounds HBX
Exploder	Mk 6 Mod 13 Contact

PERFORMANCE

Speed (knots)	
Low	26.5
Medium	33.5
High	45.0
Range (yards)	
Low	15,000
Medium	10,000
High	6,000

RAY WAGNER

AMERICAN COMBAT PLANES

Third, Enlarged Edition

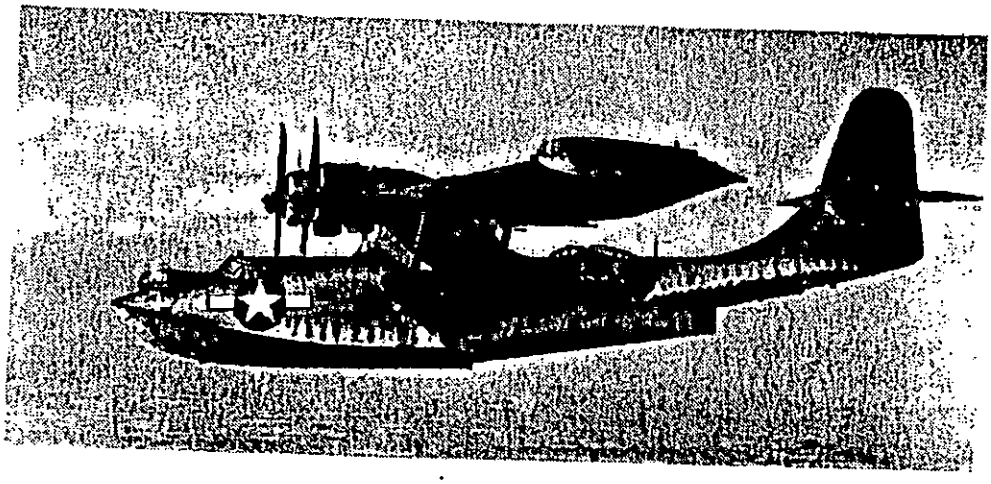
DOUBLEDAY & COMPANY, Inc

GARDEN CITY, NEW YORK

D–2

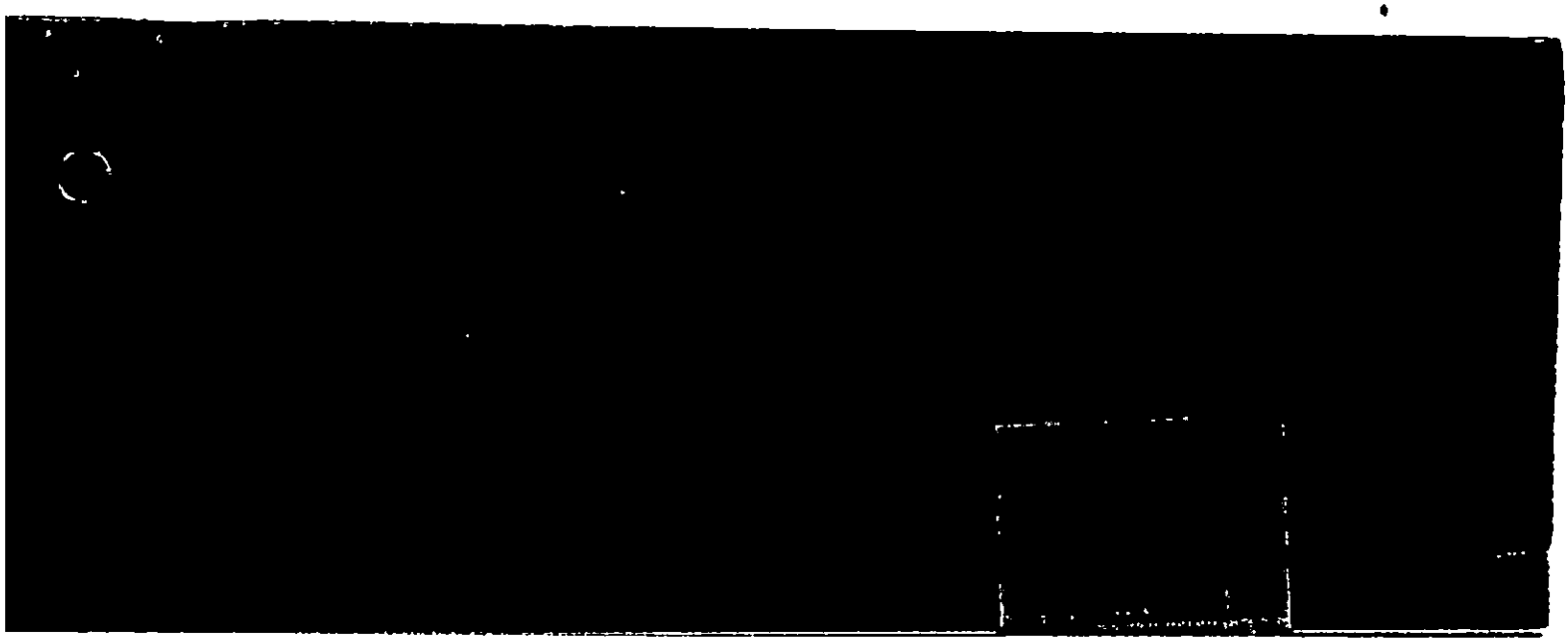
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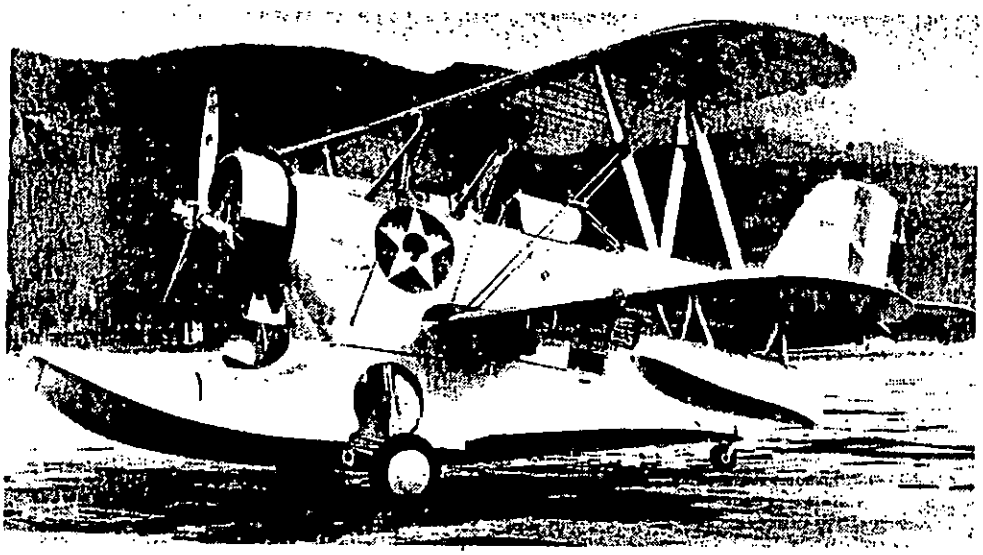


N.A.F. PBN-1
Pratt & Whitney R-1830-92, 1200 hp takeoff, 1050 hp at 7000'
DIMENSIONS: Span 104'3", Lg. 64'8", Ht. 21'3", Wing Area 1400 sq. ft.
WEIGHT: Empty 19,288 lb., Gross 36,353 lb., Max. 38,000 lb. Fuel 622–2085 gal.
PERFORMANCE: Speed—Top 186 mph at 6700', 174 mph at s. l., Cruising 111 mph, Landing 78 mph. Service Ceiling 15,100'. Range 2590 miles/four 325 lb. depth charges, 3700 miles max.
ARC

plane follow-up contract. The remaining planes un-

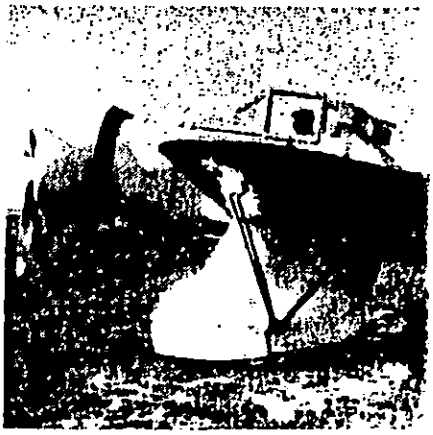


NAVY SCOUT AND OBSERVATION, 1932–36



GRUMMAN J2F-2A
Wright R-1820-30, 790 hp
DIMENSIONS: Span 39′, Lg. 34′, Ht. 12′4″, Wing Area 409 sq. ft.
WEIGHT: Empty 4300 lb., Gross 6180 lb. Fuel 190 gal.
PERFORMANCE: Speed—Top 179 mph, Cruising 150 mph, Stalling 64 mph. Service Ceiling 21,600′, Climb 1500′/1 min. Range 780 miles.

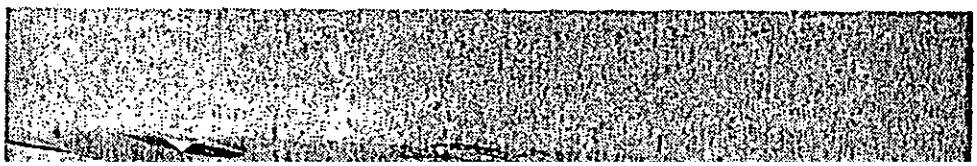
ARNOLD

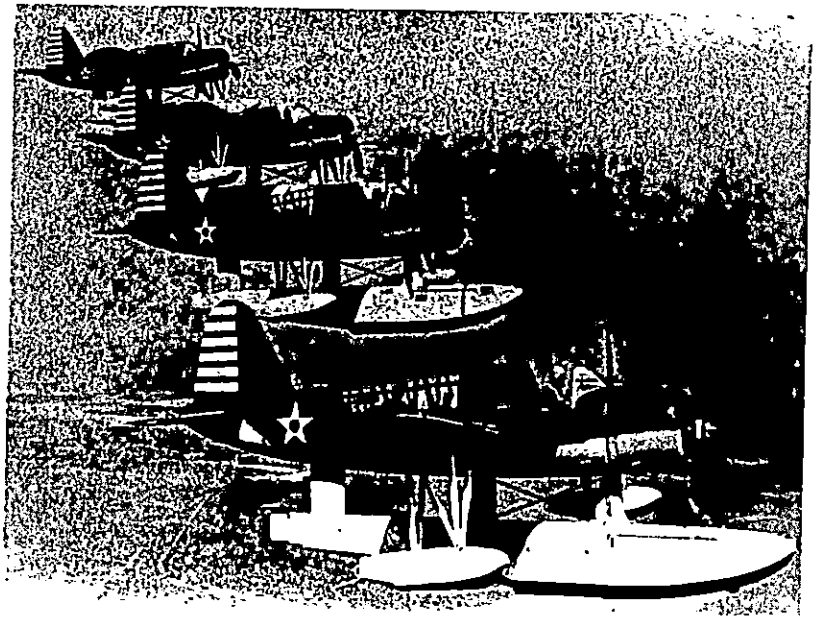


CURTISS XS2C-1
Wright R-1510-28, 625 h
DIMENSIONS: Span 44′, I
285 sq. ft.
WEIGHT: Empty 3677 lb.
Fuel 104–56 gal.
PERFORMANCE: Speed—T
mph. Service Ceiling
Range 640 miles/488 l

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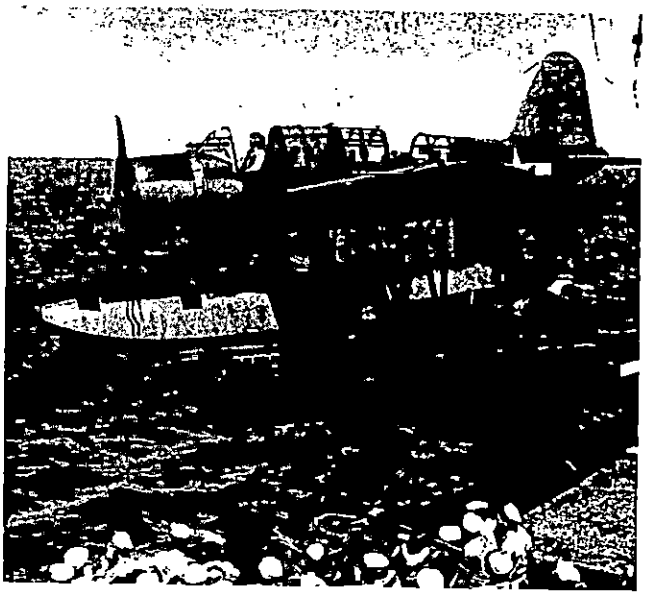
Curtiss also offered
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XS2C-1 with a Wright
and wheel pants. Esse



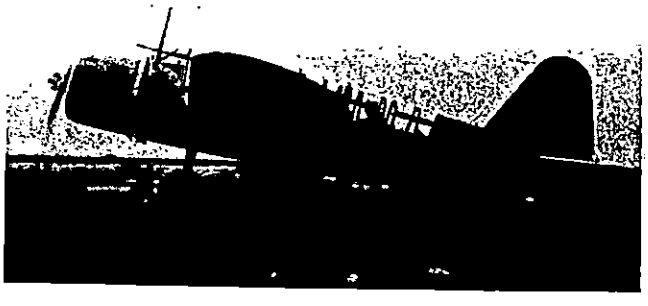


VOUGHT OS2U-1 Seaplane
Pratt & Whitney R-985-48, 450 hp takeoff, 400 hp to 5500′
DIMENSIONS: Span 35′11″, Lg. 33′7″, Ht. 15′½″, Wing Area 262 sq. ft.
WEIGHT: Empty 3432 lb., Gross 4926 lb., Max. 5077 lb. Fuel 144 gal.
PERFORMANCE: Speed—Top 175 mph at 5500′, 167 mph at s. l., Cruising 116 mph, Stalling 55.9 mph. Service Ceiling 19,000′, Climb 890′/1 min. Range 982 miles USN

VOUGHT OS2U-2
Pratt & Whitney R-985-50, 450 hp to 5000′
DIMENSIONS: As OS2U-1
WEIGHT: Empty 3925 lb. (3549 lb.), Gross 5229 lb. (4883 lb.), Max. 6108 lb. Fuel 240 gal.
PERFORMANCE: Speed—Top 170 mph (177 mph) at 5500′, 161 mph (168 mph) at s. l., Cruising 116 mph (117 mph), Stalling 58 mph (56 mph). Service Ceiling 16,000′ (17,100′), Climb 760′ (910′)/1 min. Range 745 (825) miles. (Data for landplane) MFR



VOUGHT OS2U-3 ARC

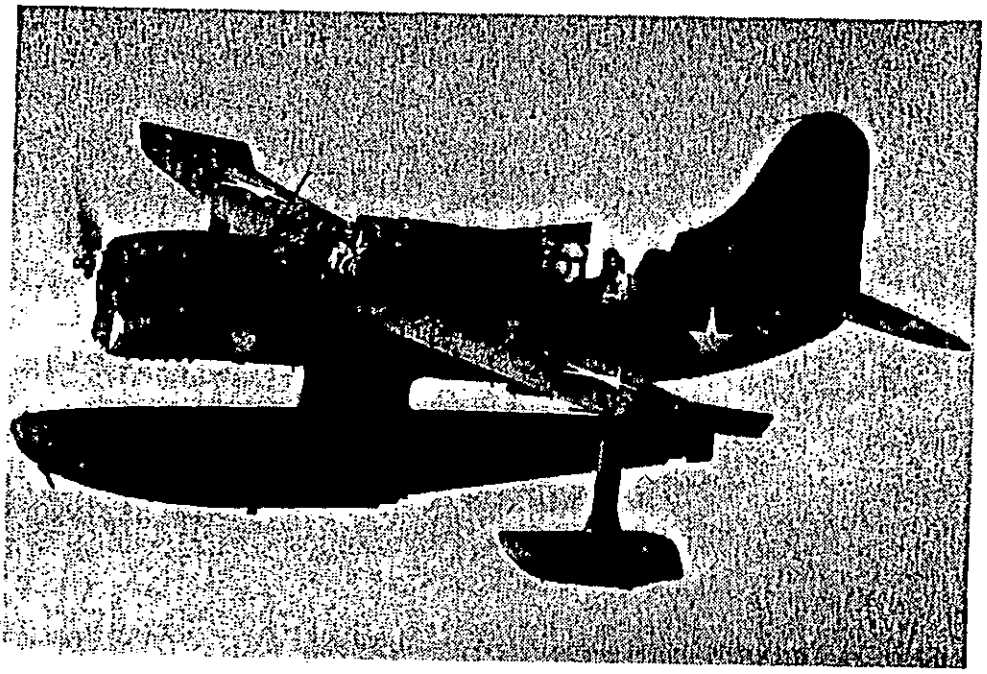


aboard all its battleships in December 1941, as well as on many aircraft tenders and carriers as utility types. Thirty Inshore Patrol squadrons had Kingfishers in 1942, and 53 worked with the Coast Guard. Five destroyers were commissioned with catapults for OS2Us in 1942–43. The Voughts had not been intended for cruiser hangars (battleship floatplanes were carried in the open) because of their rigid wings, but some were pressed into cruiser service in 1943 when the SO3C program failed.

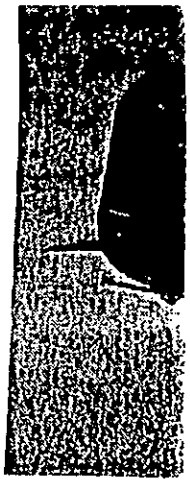
During the war the Kingfishers were to be seen on every ocean. Prewar squadron organizations were abandoned, with the aircraft functioning as

Curtiss received a contract for production of 300 in a new Columbus, Ohio, factory on September 10, 1940, and a lend-lease program for the Royal Navy was added October 21, 1941.

The first Curtiss SO3C-1 delivered in April 1942 had lost the prototype's lightweight and streamlined appearance. Armor and larger leakproof tanks had been added, severe stability problems had been treated with blunt, upturned wing tips and enlarged dorsal fin, and cooling problems had broken the cowl lines. The wings had leading-edge slots and folded backwards for storage. All the aircraft were delivered with panted wheel gear, convertible to Edo center floats on pedestals when needed. Armament included the usual two .30-caliber guns plus two 325-pound depth bombs, and 144 pounds of armor was fitted.



CURTISS SO3C-1
Ranger V-770-6, 530 hp takeoff, 450 hp at 11,800'
DIMENSIONS: Span 38', Lg. 33'9", Ht. 11'4", Wing Area 293 sq. ft.
WEIGHT: Empty 4995 lb., Gross 6600 lb., Max. 7000 lb. Fuel 120–320 gal.
PERFORMANCE: Speed—Top 167 mph at 11,800', 150 mph at s. l., Cruising 117 mph, Stalling 56 mph. Service Ceiling 16,500', Climb 380'/1 min. Combat Radius 115 miles as scout, Range 640 miles as scout, 980 miles ferry. (Seaplane data)



CURTISS S
Ranger V-7
DIMENSIONS
293 sq. ft.
WEIGHT: En
Fuel 120–
PERFORMANC
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miles as s
ferry. (Dat

The SO3
carrier gea
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began on c
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type from o
SO3C-3 on
SOC biplane
with OS2U

ARC

GENERAL INFO. ON THE MK 13 & MK 15 TORPEDOES

MK 13 TORPEDO

- The MK 13 was the first torpedo designed specifically for air delivery. General Specifications were:

Length = 161 inches

Diameter = 22.5 inches

Weight = 2200 lbs

Speed = 33.5 kts

Guidance = Straight Runner

Range = 6300 yards

Warhead = 600 lbs of TBX explosive. contact initiated exploder

The propulsion system was a steam driven turbine. The system comprised of high pressure (3000 psi) pure oxygen, water, ethyl alcohol. The alcohol and pressurized oxygen was combined in a chamber and ignited, this reaction produced the energy required to turn the water to steam and drive the turbine.

MK 15 TORPEDO

- The MK 15 Torpedo was a replacement for the MK 11 and MK 12 and was the last destroyer launched torpedo in service. General Specifications were:

Length = 288 inches

Diameter = 21 inches

Weight = 3841 lbs.

Guidance = Gyro Controlled

Warhead = 825 lbs of HBX, contact initiated exploder

The propulsion system was the same as the MK 13's steam turbine, but scaled to accommodate the larger weapons operational requirements.

- An excellent point of contact for further information is Mr. John Weissinger at NUWC, Npt. (401-841-3551).

MK-13/15 gun

IGNITER.

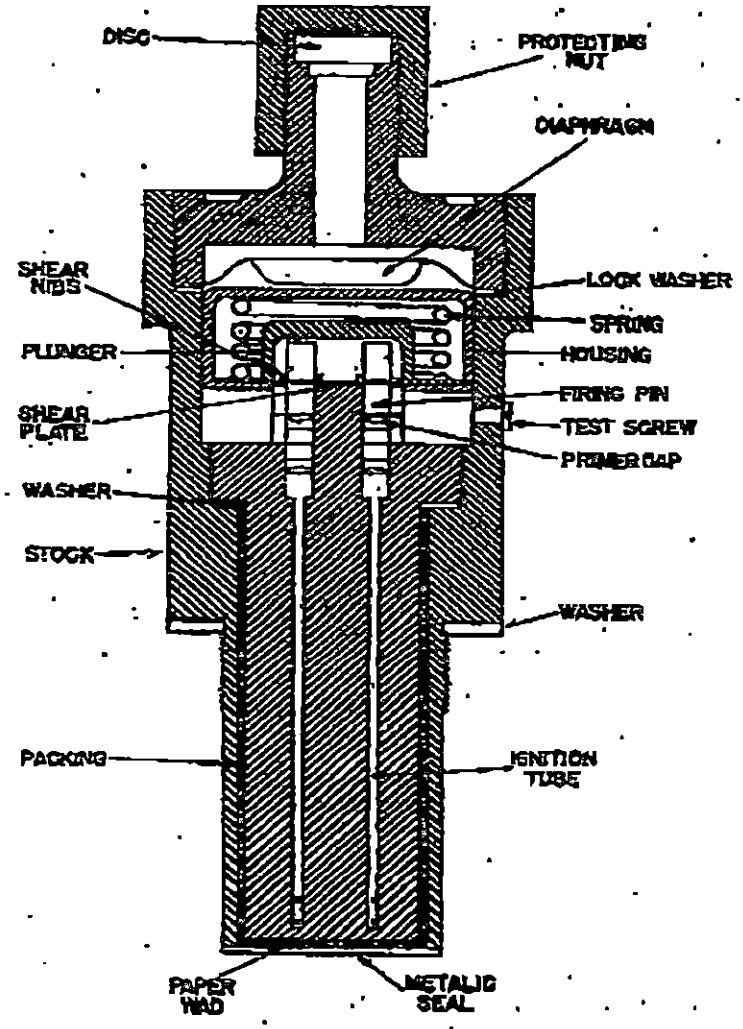
2. The combustible mixture of air and alcohol entering the FLASK at the instant of firing is ignited by a combined pistol AND double fuse, called the igniter. The igniter is fired by from the reduced pressure side of the reducing valve almost AS soon as the torpedo is fired. It consists of a body containing PLUG a piston assembly (composed of piston, spring, and plunger AS one unit) which is sealed by a diaphragm on its upper or PRESSURE ssure side and which normally rests on two firing pins. The FIRING ing pins rest on the ignition tube. This member is screwed IN the body from the top against a copper washer, its lower SECTION tion is flat and divides the inside of the body into two half f sections, each side of which is sealed against each other by packing and into which the double charge is pressed, the low- end being sealed by a lead disc. The ignition tube is drilled from its upper end to take the primer caps, with holes ext- nding nearly to the bottom and so perforated that the flame from each cap is directed to both ignition charges. The piston FIRING sembly, which rests upon the two firing pins, is held in the FIRING ing position by shear nibs on the firing pins, which take up on the shear plate and the sides of the holes in which the CAPS ps are seated. The shear nibs hold the piston and firing PINS away from the caps until air pressure of about 250 lbs. PER square inch is built up above the diaphragm, when by sudden ly yielding, the piston assembly and firing pins are forced DOWN on the caps by the firing air pressure plus the energy STORED ed in the plunger spring during the time the pressure was BUILDING lding up to the firing pressure. The firing pin nibs rest ON a small steel shear plate with holes of lesser diameter than THE holes in the igniter tube; this is to insure that the sheared areas are not dragged along on their way down to the firing CAPS ps. The igniter is installed in the combustion flask against a copper washer.

3. The burning igniter projects its flame into and across THE combustion flask and burns for about ten seconds. The two PRIMER her caps and the double loading reduce failures far below THE misfire record of single cap or a single loading.

4. Composition of the burning charge - Mark 6-2 Igniter.

Main load 2000 lbs. applied pressure.
193 grains of celluloid.
17 grains of black powder with 10% gum arabic.
16 grains of parafined magnesium.

Ignition load 1600 lbs. applied pressure.
10 grains of 6 and 1 mixture.
(8 grains of black powder with 10% gum arabic.
2 grains of pyro cellulose).
2 grain of gun cotton.
0 grains of black powder with 10% gum arabic.



IGNITER

TS-5

VI-10A

D-

6035. Precautions:

(1) Do not disassemble igniter.
(2) Do not use igniters that have unusually swollen end seals as dampness has probably reached the powder and igniter would not fire.
(3) Some igniters have the metallic seal coated outside with shellac. If such is the case, do not use one that has remained in a combustion flask long enough to allow alcohol fumes to eat away the shellac. Newer igniters have seal coated with lacquer which is not soluble in alcohol.
(4) Do not use an igniter that has the plug nipple burred or cross-threaded.
(5) Be sure that the lead protective disc is removed when removing the protective nut before firing.

6036. Igniters are issued to the service in rectangular sheet copper boxes, each containing eight igniters, and weighing, with its contents, about 10 lbs. All seams of the boxes are soldered to the edges of both the box and cover, making an air tight joint. This sealing strip is provided with a loop, by means of which it may be torn free when the box is to be opened. Each igniter is carefully wrapped in a sheet of paraffin paper and an outer wrapper on which are printed complete instructions, for care installation and use of the igniter. A copy of these instructions is also pasted on the inside of the box cover, and additional instructions relative to storage and care are printed on labels pasted on the outside of the box and cover. These instructions should be carefully followed.

6037. Care of Igniter after firing:

(1) Immediately upon recovery of torpedo, remove igniter and screw on protecting cap.
(2) Do not disassemble igniter.
(3) Clean out all burned explosive from stock and wash thoroughly with hot water and soap, and dry.
(4) Coat with vaseline, wrap in paper; see that washer and protecting cap are in place.
(5) When all igniters in box have been used, immediately return box as noted below:
    (a) Vessels operating with tenders will, at first available opportunity after holding torpedo practice, transfer to tenders all empty igniters used on that practice, first carrying out above instructions. After all igniters in box have been used, the empty box shall be transferred to tender.
    (b) Tenders will forward igniters in lots of eight by express or parcel post, to Newport, if on the East coast or Mediterranean, and to Keyport, if on the Pacific Coast or Asiatic Station, using regular containers if available, or else suitable packing boxes.

(c) Vessels operating away from tenders will, after each torpedo practice, pack and ship expended igniters by parcel post or express to stations as indicated above.

6038. All igniters which fail to fire or are considered defective for any reason will be forwarded promptly, via Government transportation or express, to the nearest torpedo station (Newport or Keyport) for examination and test. Destroyers will turn their defective igniters in to their tender for forwarding.

6039. When forwarding a defective igniter, a report giving the following data will be forwarded direct to the torpedo station concerned, with copies to the Bureau of Ordnance, the other torpedo station and the tender:

(a) Mark, modification and number of igniter.
(b) Station at which loaded.
(c) Date loaded.
(d) Date received aboard (and date received by tender).
(e) Mark, modification and register number of torpedo in which fired.
(f) Date fired.
(g) Brief statement of performance.
(h) If not fired, state defects noted.

6040. Each igniter will be tagged by the vessel forwarding it. The tag will bear the name of the vessel and the data under (a) to (f) inclusive, of Article 6039.

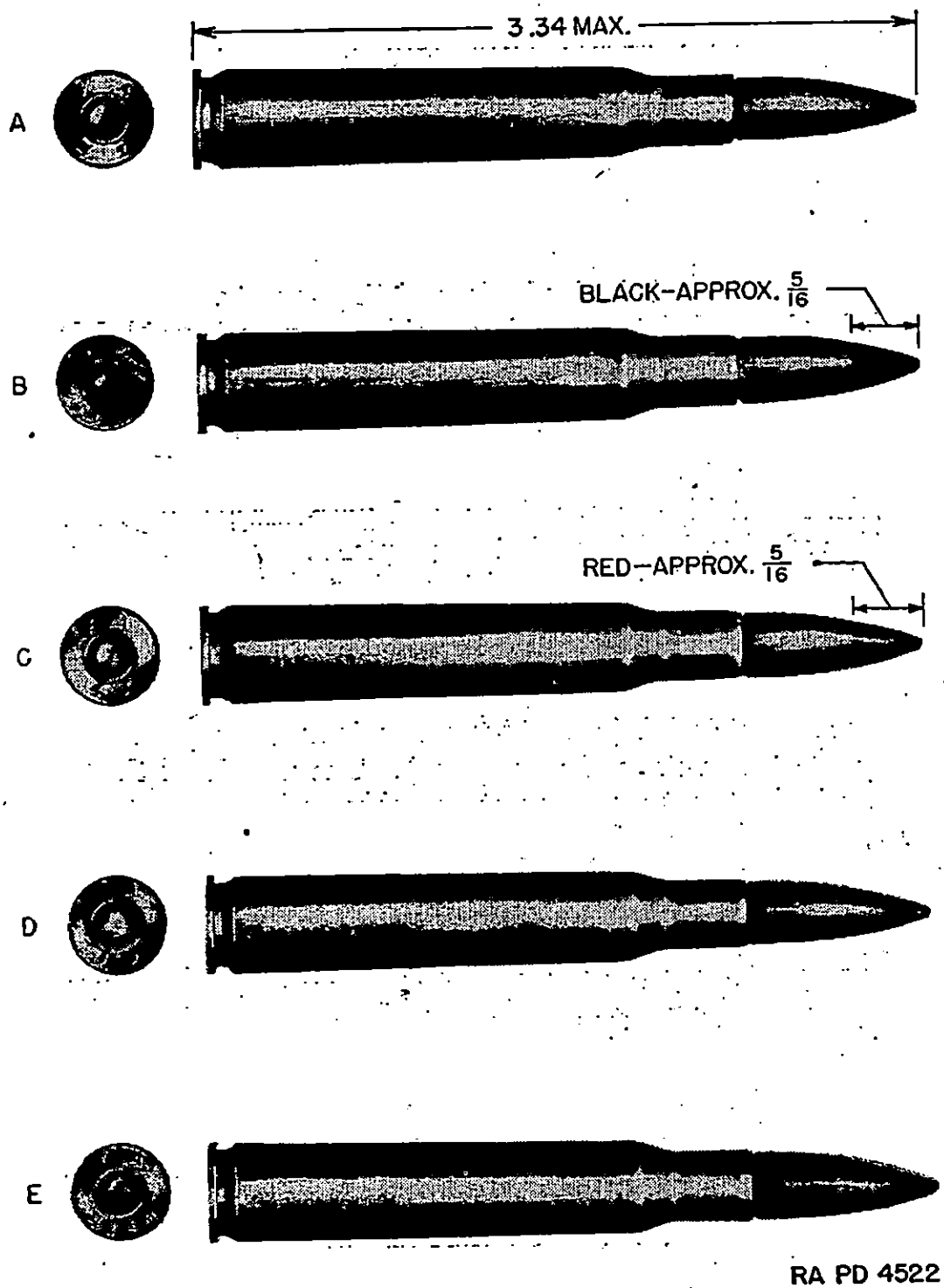
6041. In order that tests of defective igniters may be accomplished as soon after the igniter failure as practicable, shipment by express, when Government transportation is not available, has been authorized by the Bureau of Supplies and Accounts. They may not be forwarded by mail. Igniters are classified as "Percussion fuzes" in the Interstate Commerce Commission Regulations. When shipped by express, igniters must be packed in strong, tight, wooden or metal containers with each igniter firmly secured. Each container must be plainly marked "Percussion Fuzes" not Torpedo Igniters.

6042. Defective igniters will be examined and tested by the torpedo station as soon as practicable after receipt, and the results will be reported to the vessels concerned via force commanders. Copies of this report will be forwarded to the Bureau of Ordnance, the other torpedo station and the tender or base.

G. THE NOZZLES.

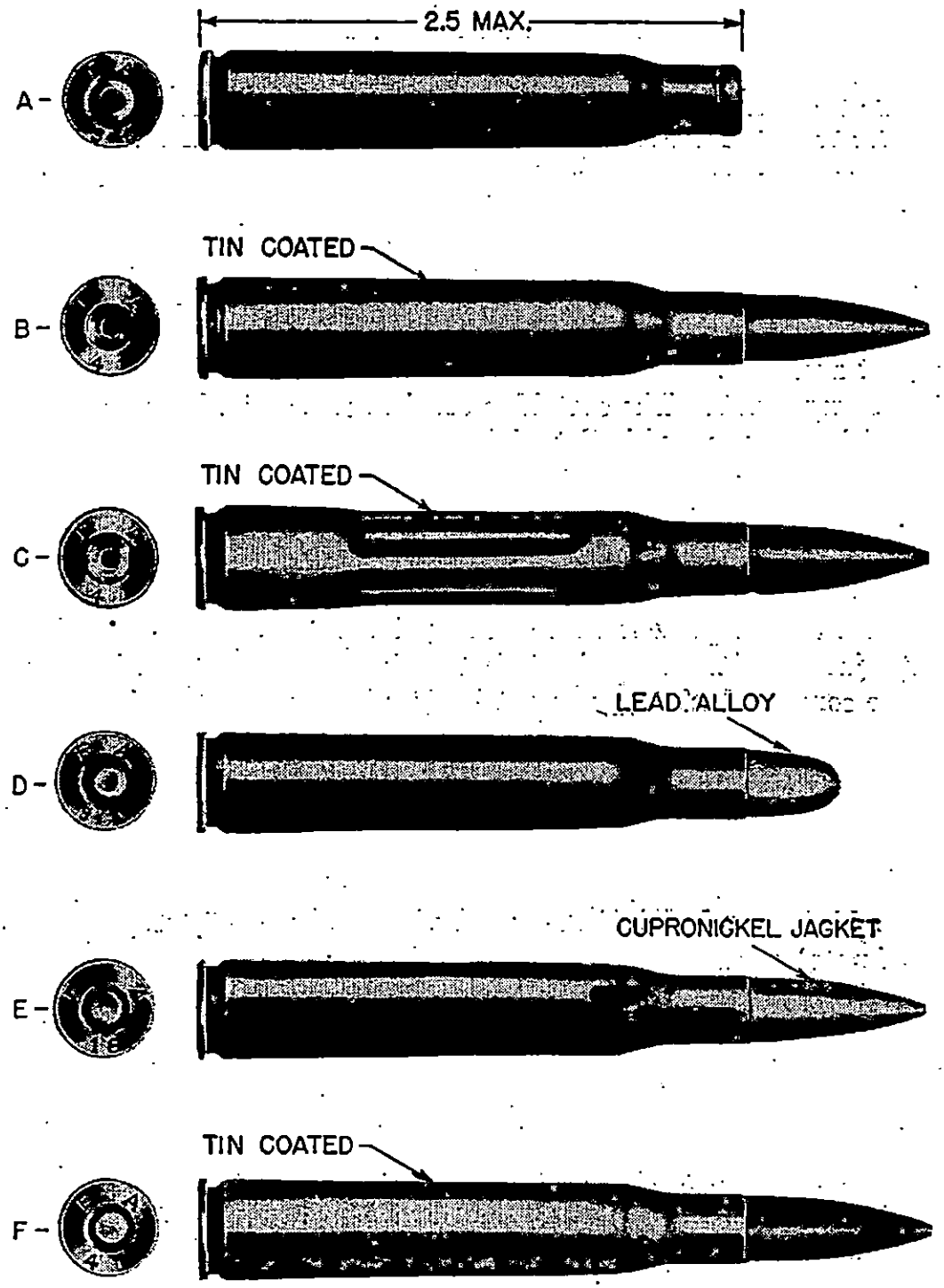
6043. The nozzle is a single piece steel forging, suitably machined to close the opening on the horizontal projection of the upper portion of the turbine bulkhead and to convey and distribute the hot gases from the combustion pot connection to the turbines.

TS-S.



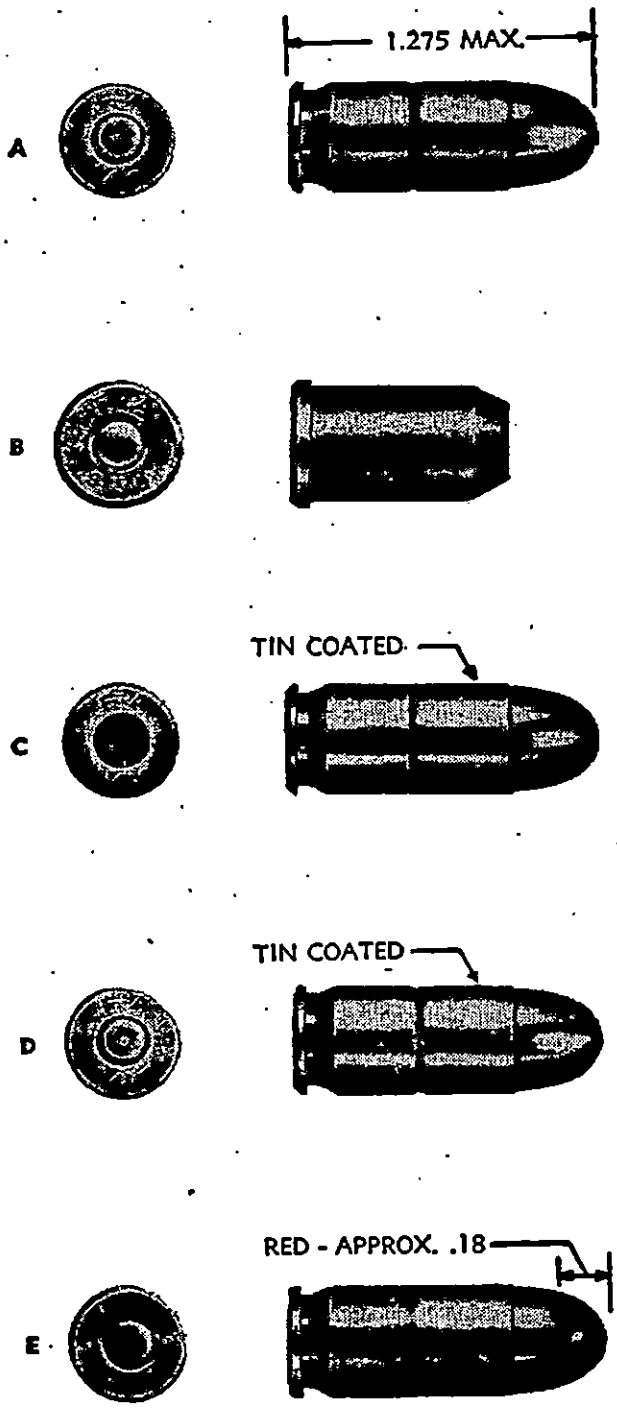
A. Cartridge, ball, caliber .30, M2.
B. Cartridge, armor-piercing, caliber .30, M2.
C. Cartridge, tracer, caliber .30, M1.
D. Cartridge, ball, caliber .30, M1.
E. Cartridge, ball, caliber .30, M2, national match.

FIGURE 19.—Armor-piercing, ball, and tracer cartridges, caliber .30.



A. Cartridge, blank, caliber .30, M1909.
B. Cartridge, dummy, caliber .30, M2.
C. Cartridge, dummy, caliber .30, M1906.
D. Cartridge, guard, caliber .30, M1.
E. Cartridge, guard, caliber .30, M1906.
F. Cartridge, high-pressure test, caliber .30, M1.

FIGURE 20.—Blank, dummy, guard, and high-pressure test cartridges, caliber .30.



A. Cartridge, ball, caliber .45, M1911.
B. Cartridge, blank, revolver, caliber .45, M1.
C. Cartridge, dummy, caliber .45, M1921.
D. Cartridge, high-pressure test, caliber .45, M1.
E. Cartridge, tracer, caliber .45, M1.

FIGURE 21.—Cartridges, caliber .45.

c. Components.—The cartridge consists of the cartridge case, primer, propelling charge, and bullet. The complete assembly weighs approximately 303 grains.

(1) The cartridge case, primer, and propelling charge for this cartridge are described in section II, chapter 1.

D–4

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE, AREA 'B'
SUFFOLK COUNTY
MONTAUK, LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

APPENDIX E

REPORTS/STUDIES

APPENDIX E

REPORTS/STUDIES

Table of Contents

E-1 INPR Site Summary Sheet (B-2).

E-2 Findings and Determination of Eligibility (B-4).

E-3 Laboratory Analysis Report (B-6).

E-4 Explosive Ordnance Incident Report (B-5).

E-5 New York State Archeological Map (B-63).

SITE SURVEY SUMMARY SHEET (REVISED)
FOR
DERP-FUDS SITE No. CO2NY0766
MONTAUK SUBMARINE BASE AND TORPEDO TEST RANGE
MONTAUK, NY
29 DECEMBER 1993

SITE NAME: Montauk Submarine Base and Torpedo Test Range

LOCATION: Montauk, New York

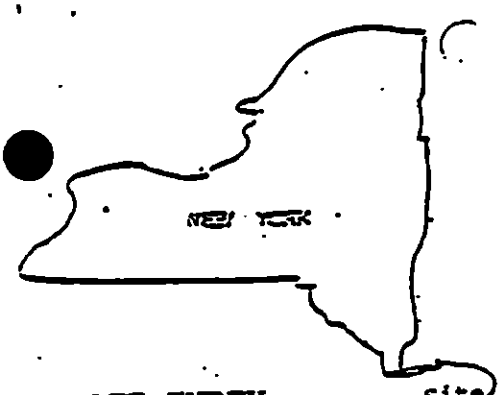
SITE HISTORY: Between 1942 and 1943 the Government obtained a total of 75.4 acres (25 acres lease and 50.4 acres fee). The site was utilized by the Navy as a submarine post, maintenance facility and torpedo test range. In 1949, the site was declared excess to the needs of the Navy. Between 1950 and 1958 the 25 acre lease with the Long Island Railroad (LIRR) was terminated and the remaining 50.4 acres was conveyed to three (3) private developers.

SITE VISIT: A site visit was conducted on 13 October 1992 by H. Castaneda and J. Gorham of CENAN-EN-IR. No point of contact (POC) could be established prior to the site visit. However, the two (2) POCs made during the site investigation were Mr. Edward Vansyckle [516-668-3650] of the Rough Rider's Landing Resort and Mrs. Charles Grimes [516-668-5332] of Grimes Contracting Co., Inc., the contractors responsible for the site restoration. The contractors encountered no hazardous/toxic waste, to include any underground storage tanks (USTs), oil dumps, landfills or munition storage areas during the course of their work on the site. All the buildings have been demolished on the site with the exception of a building currently beneficially used as a marine biology research center. A portion of the site is currently utilized by the LIRR's Montauk Station which includes inbound and outbound railroad tracks, a parking area and a small building utilized as a waiting area. The remainder of the site is occupied by the Rough Riders Landing Resort's twelve (12) buildings and an adjacent beach area along Block Island Sound. No visual evidence of any hazardous toxic waste or unsafe debris were discovered on the site. However, an OEW contamination is a possibility in the vicinity of the loading docks and piers and is proposed for further studies.

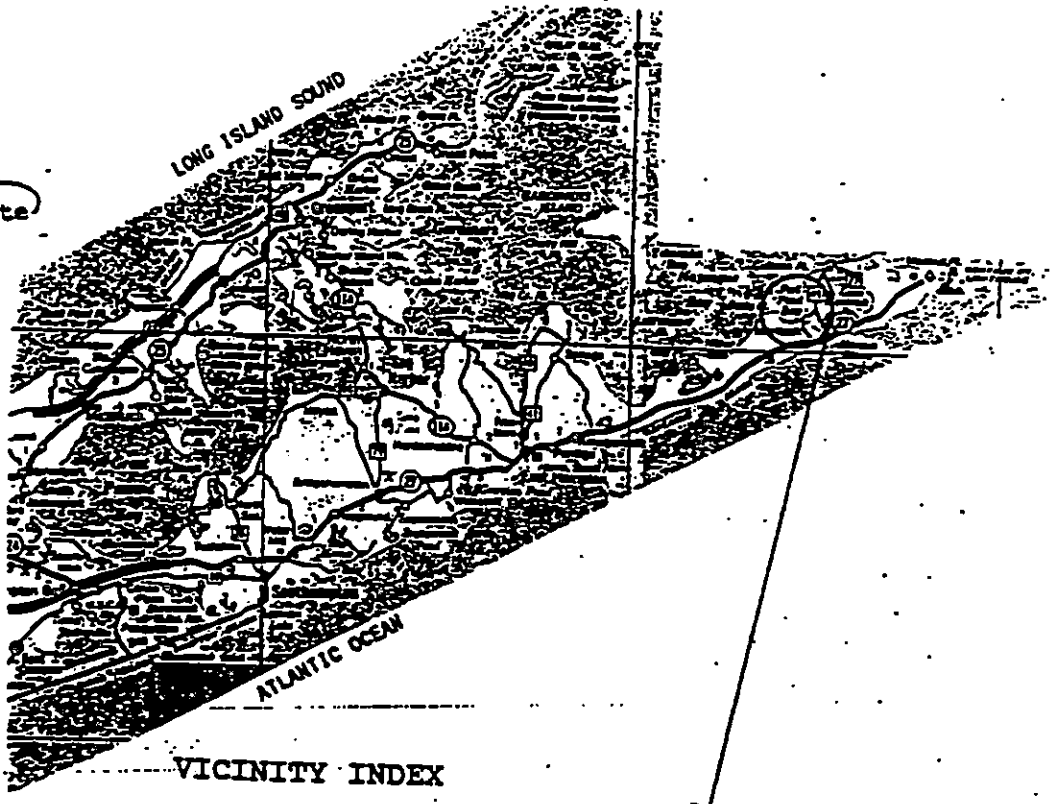
CATEGORY OF HAZARD: OEW.

PA POC: Honesto Castaneda; (212) 264-6070.

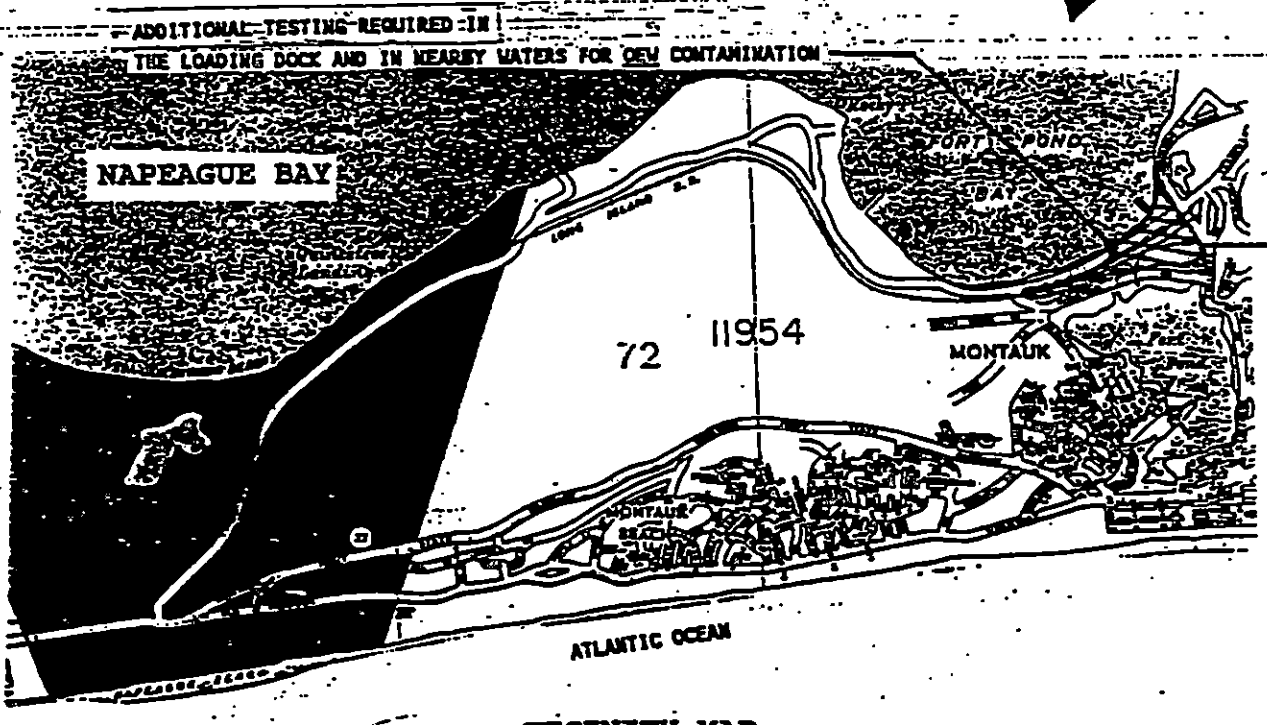
Encl. 1



STATE INDEX



VICINITY INDEX



VICINITY MAP

Montauk Submarine Base and Torpedo Test Range
Site No. C02NY0766 By: JWG 19 October 1992

Encl. 1

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM
FOR FORMERLY USED DEFENSE SITES
FINDINGS AND DETERMINATION OF ELIGIBILITY
MONTAUK SUBMARINE BASE AND TORPEDO TEST RANGE
MONTAUK, NEW YORK
SITE No. C02NY0766

FINDINGS OF FACT

1. The Montauk Submarine Base is located in the Village of Montauk, Town of East Hampton, County of Suffolk, State of New York. In 1942, the Government leased 25.0 acres from the Long Island Railroad. In 1943 the Government obtained an additional 50.4 acres fee by a declaration of taking. The 75.4 acre site is bounded: on the west by Fort Pond Bay, on the east by Industrial Road, on the south by additional lands belonging to the Long Island Railroad and on the North by Edgemere Street.

2. The base was utilized by the Navy as a submarine port, a maintenance facility and a torpedo test range. There is no historical file or real estate project maps available for this site. However, the disposal report (No. 257, dated 25 August 1949) states that $3,634,000 was expended in the construction of buildings, a seaplane hangar base, an operations pier, a boat maintenance shop, a marine railway, utilities, miscellaneous structures and other improvements.

3. In 1949 subject installation was declared excess to the needs of the US Navy. In 1950 the lease for the 25 acres was terminated and the site reverted back to the LIRR. Between 1953 and 1958 General Services Administration (GSA) conveyed 50.4 acres fee to three real estate developers. None of the three quitclaim deeds contained any restrictive, recapture or restoration clauses. Since the initial conveyance by GSA, the developers have resold the 50.4 acres numerous times and the site has been developed as residential subdivision. As per the County Clerks Office, County of Suffolk, the current owners of the former Naval Submarine Base and Torpedo Test Range are as follows:

a. Map 27, Block 2, Lot 17
Metropolitan Transit Authority
Long Island Railroad Division
1700 Broadway
New York, New York

b. Map 27, Block 2, Lot 2.1
Port Royal Owners Corporation
Navy Road
Montauk, New York

c. Map 27, Block 2, Lot 2.2
Fort Pond Bay Corporation
30 Rockefeller Plaza
New York, New York

d. Map 27.01,
Block 1, Lot 79 &
Block 2, Lot 73
Villas at Montauk Association
3680 Route 112
Coram, New York

e. Map 27.01, Block 2, Lot 74,
Town of East Hampton,
East Hampton, New York

f. Map 16, Block 1, Lot 6.1,
J. Tanzman & P. Neff
904 Drew Lane,
Saint James, New York

g. Map 16, Block 1, Lots 6.3 & 6.4,
Seaview Associates
18 Cedar Street
Montauk, New York

h. Map 16, Block 1, Lot 8.2
Perry Duryea, Jr.
Old Montauk Highway
Montauk, New York

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM
FOR FORMERLY USED DEFENSE SITES
FINDINGS AND DETERMINATION OF ELIGIBILITY
MONTAUK SUBMARINE BASE AND TORPEDO TEST RANGE
MONTAUK, NEW YORK
SITE No. C02NY0766

DETERMINATION

Based on the foregoing findings of fact, the site has been determined to be formerly used by DOD. Therefore, it is eligible for the Defense Environmental Restoration Program for Formerly Used Defense Sites established under 10 U.S.C. 2701 et seq.

Recommended for Signature:

18 December 1992
Date

THOMAS A. YORK
COL, EN
Commanding

Approval:

30 Mar 94
Date

PAUL Y. CHINEN
Brigadier General
Commanding

COL, EN

Encl. 2

PROJECT SUMMARY SHEET
FOR
DERP-FUDS OEW PROJECT No. C02NY076602
MONTAUK SUBMARINE BASE AND TORPEDO TEST RANGE
MONTAUK, NEW YORK
28 OCTOBER 1992

PROJECT DESCRIPTION: No evidence of OEW contamination was discovered during the site visit. However, further studies into the presence of such contamination is warranted due to the utilization of the site as a torpedo test range. The possibility of OEW contamination may exist in the vicinity of the loading docks or in nearby waters.

PROJECT ELIGIBILITY: The possibility of contamination on the site may be the result of DOD activity, therefore eligible for cleanup under the DERP-FUDS program.

CATEGORY OF HAZARD: OEW.

PROPOSED ACTIVITIES: Detailed on-site investigation to uncover the possibility of any OEW contamination in the suspected areas.

RAC: Attached.

DISTRICT POC: John Gorham; (212) 262-6076.

Encl. 3

AMERICAN ANALYTICAL LABORATORIES

RECEIVED
23
EAST HAMPTON TOWN PLANNING DEPT.

May 17, 1994

Mr. Jim Cavanaugh
Town of East Hampton
159 Pantigo Road
East Hampton, New York 11937

Re: Science and Marine Institute

Dear Mr. Cavanaugh:

Enclosed please find the Laboratory Analysis Report(s) for sample(s) received on april 13, 1994. The sample was analyzed by American Analytical Laboratories, Inc., on May 13, 1994 for the following:

Client Sample ID	Analytical Method
Electrical Insulation oil/sawdust	PCB Analysis
1. [redacted]	[redacted]
2. Paint Sludge	PCB Analysis, Flash Point

If you have any questions, or require further information, please call at your convenience. American Analytical Laboratories would like to thank you for the opportunity to be of service to you.

Best Regards,

American Analytical Laboratories, Inc.

56 TOLEDO STREET • FARMINGDALE, NEW YORK 11735
(516) 454-6100 • FAX: (516) 454-8027

AMERICAN ANALYTICAL LABORATORIES
56 TOLEDO STREET • FARMINGDALE, NEW YORK 11735 • (516) 454-6100 • FAX: (516) 454-8027

U.S. ARMY CORP OF ENGINEERS EO-00 ATTN (OLSON)

EXPLOSIVE ORDNANCE DISPOSAL
GROUP TWO DETACHMENT
Newport

EODGRUTWO FORM 8027 / 2

EXPLOSIVE ORDNANCE INCIDENT REPORT	1. UNIT NUMBER 30713	2. CONTROL NUMBER	3. UNUSUAL ☒ 4. ROUTINE ☐

SECTION A: INITIAL INFORMATION

5. DATE / TIME REPORTED	9. INCIDENT LOCATION	11. ITEM(S) REPORTED
10/9/91 0925	SOUTH WEST SIDE OF GARDENIERS ISLAND (NORTH OF MONTAUKPT LI)	GRENADE SIMULATORS SMOKE GRENADES BOOBY TRAP HARDWARE IN APPLE CRATE
6. REPORTED BY USCG LTJG COLMES		
7. PHONE NUMBER (617) 223-8555	**10. POINT OF CONTACT** (BEEPER # (516) 284-0701) CARETAKER OF GARDENIERS ISLAND ROY ROGERS	
8. ADDRESS USCG BOSTON MASS		

12. PERSONNEL DISPATCHED	13. DATE / TIME	14. CONFIRMED IDENTIFICATION
MMC GM G! BM2	10/9/91 1000 A. DPRT 1330 B. ARR 1415 C. COMPL 1507 D. TOTAL M / H 30	(20) M7A2, A3 CS GRENADES (5) GRENADE SIMULATORS (2) MK I ILLUMINATION ROUNDS (15) M117 BOOBY TRAP SIMULATORS (6) M14 MAGAZINE (WITH) ROUNDS

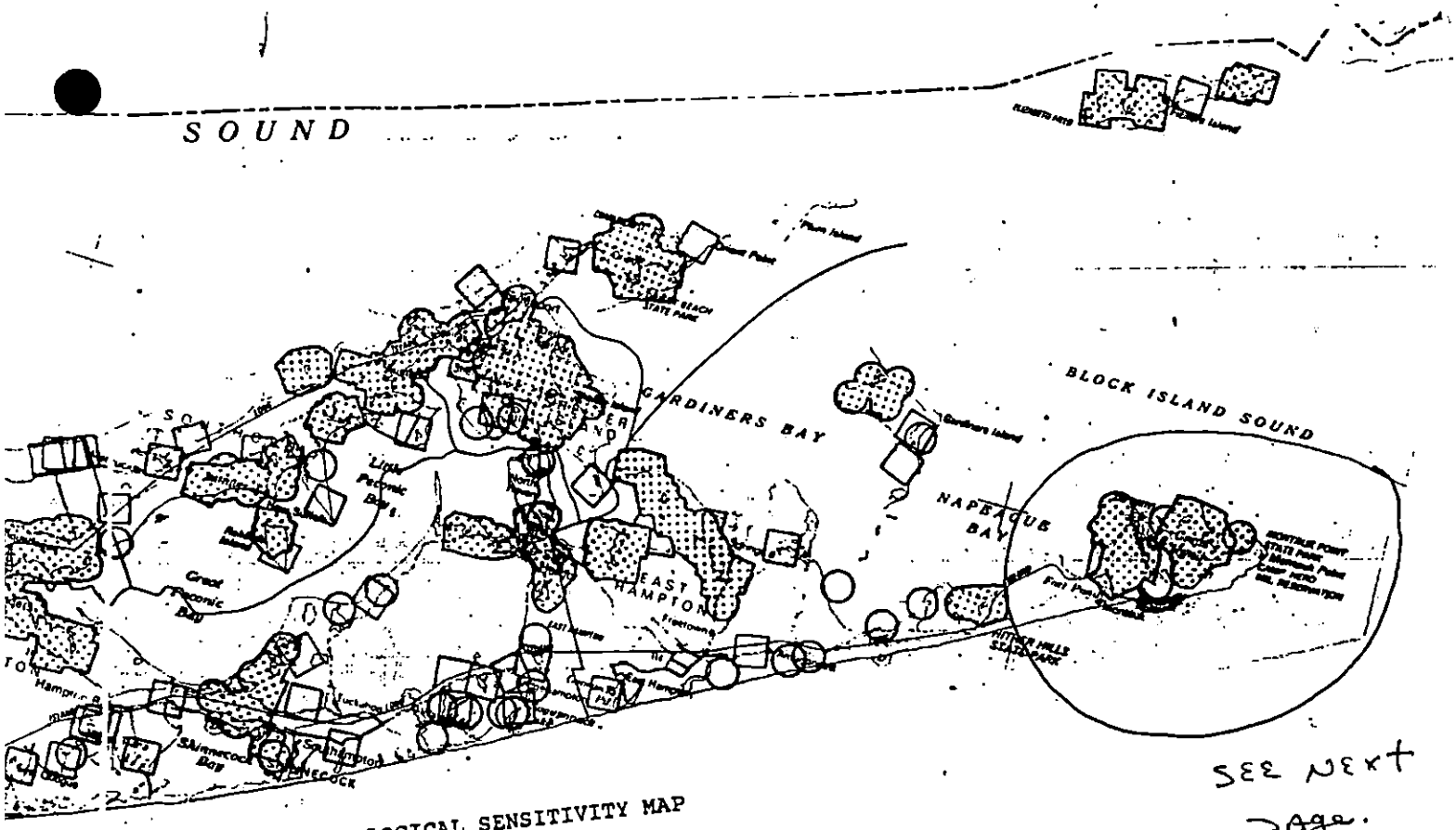
15. DISPOSITION OF ITEM

TRANSPORTED TO EOD MAGAZINES

16. INCIDENT NARRATIVE (INCLUDE ALL SIGNIFICANT DETAILS AND PROBLEMS)

UPON ARRIVAL AT GARDENIERS ISLAND VIA HELO (USCG) SET UP C.P. UPWIND OF INCIDENT SITE. ~~EC DID INITIAL RECON TAKING PICTURES~~ QUESTIONED CARETAKER TO INSURE NO CHEMICAL SYMPTOMS WERE PRESENT. OC PROCEEDED DOWN RANGE FOR INITIAL RECON TAKING POLOROID PHOTOS →

17. SIGNATURE, RANK OF OFFICER IN CHARGE	18. TELEPHONE NO. Autovon-948-3301	19. DATE
S. Parker		10/9/91



SEE NEXT PAGE.

NEW YORK STATE ARCHEOLOGICAL SENSITIVITY MAP
MARCH 1992

BASED ON OVERLAY FROM N.Y.S. MAP 1:250,000
BASE MAP BY N.Y.S. DEPARTMENT OF TRANSPORTATION

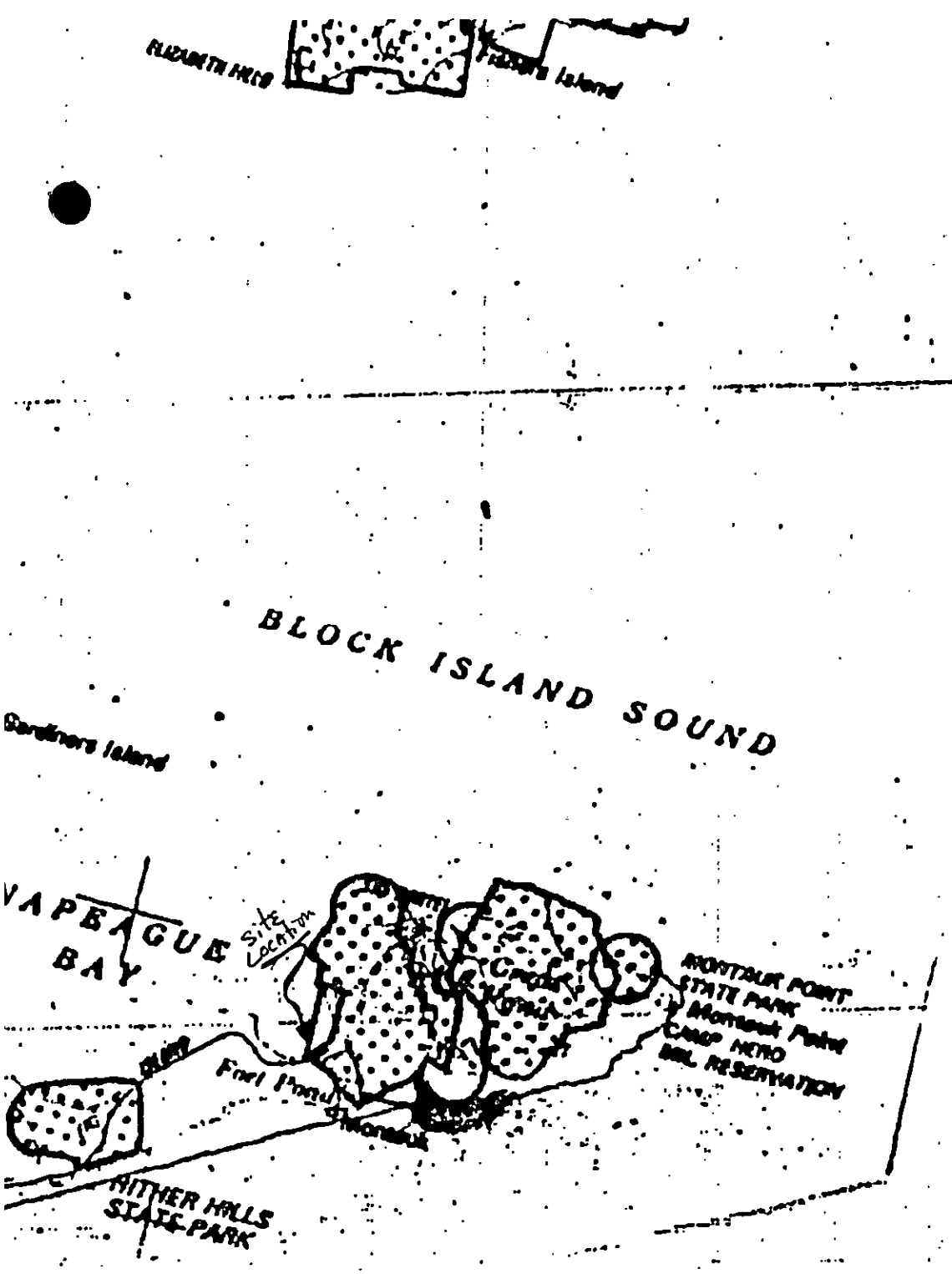
SCALE | 5 MILES |

LEGEND

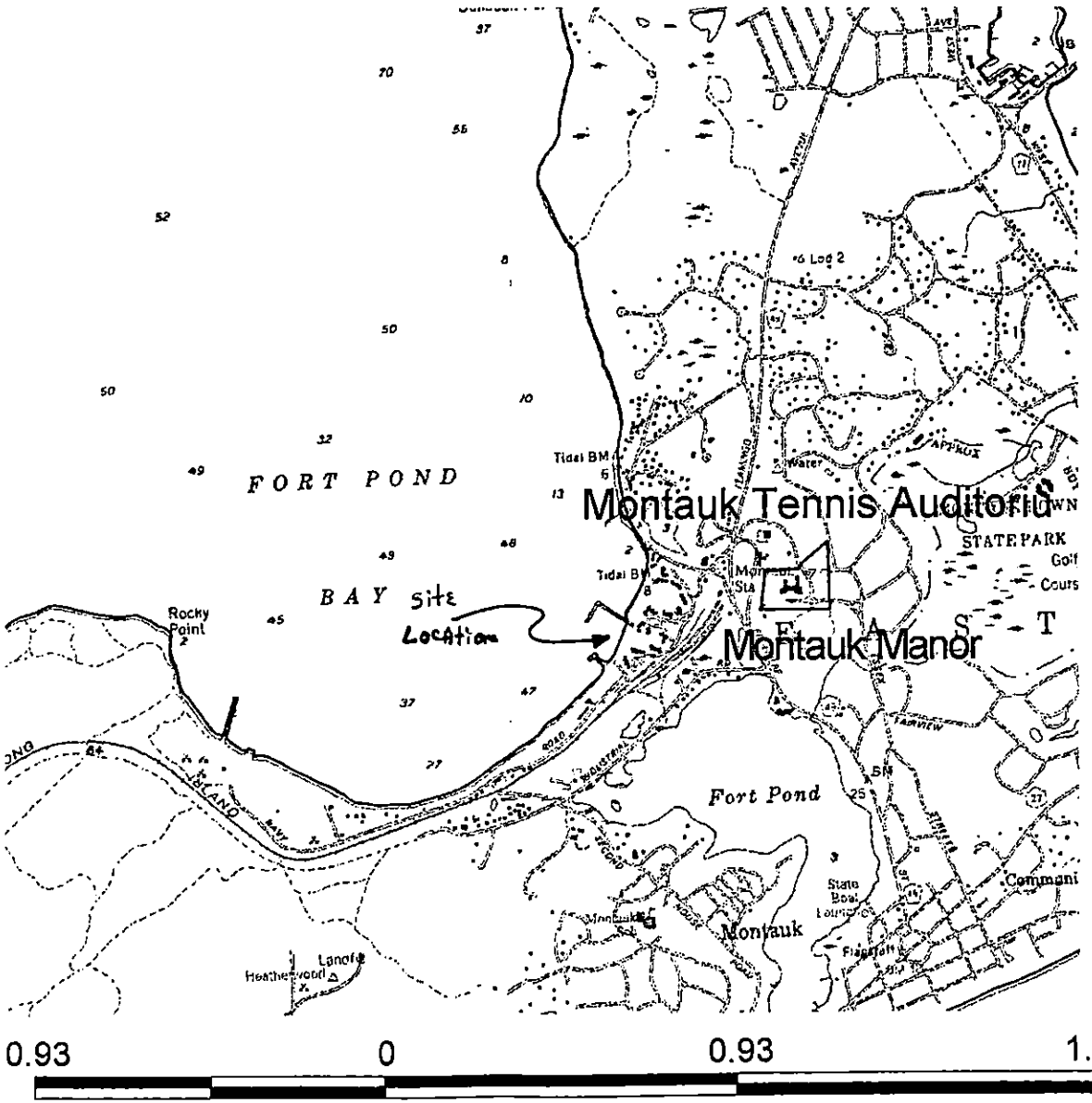
SITE LOCATION, 1 MILE DIAMETER
FROM THE N.Y.S. MUSEUM ARCHEOLOGICAL SITE FILE

SITE LOCATION, 1 MILE SQUARE
FROM THE N.Y.S. HISTORIC PRESERVATION OFFICE
ARCHEOLOGICAL SITE FILE

MULTIPLE SITE SENSITIVITY


BLOCK ISLAND SOUND
Gardiners Island
VAPE
GUE
BAY
Site Location
Creek
Fresh Pond
Montauk Point
Camp Hero
Mil. Reservation
Montauk Point
State Park
Fort Pond
Bay
Hither Hills
State Park

95PR1940


FORT POND
BAY
site
Location
Montauk Tennis Auditoriu
Montauk Manor
STATE PARK
Rocky Point
Fort Pond
Montauk
Tidal BM
Water
Xupdist
Point
District
County
N
W
E
S
0.93
0
0.93
1.86 Miles

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE, AREA 'B'
SUFFOLK COUNTY
MONTAUK LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

APPENDIX F

LETTERS/MEMORANDUMS/MISCELLANEOUS ITEMS

APPENDIX F

LETTERS/MEMORANDUMS/MISCELLANEOUS ITEMS

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IN REPLY ADDRESS
THE BUREAU OF YARDS AND DOCKS
AND REFER TO No.
NOy-5927

NAVY DEPARTMENT

BUREAU OF YARDS AND DOCKS

WASHINGTON, D.C.

December 31, 1942

Gentlemen:

This is a Letter of Intent, informing you that the Navy Department intends to enter into a cost-plus-a-fixed fee construction contract with you for the construction of the following described public works project at the location indicated, said project being designated by general title and the estimated cost of the same being stated to indicate generally the degree of magnitude and not as a limit of cost, viz:

MONTAUK, LONG ISLAND, NEW YORK

Project No.	Title of Project	Approximate Estimated Cost	Allotment Number
1	Construction of Naval Torpedo Testing Range and facilities	$ 4,500,000.00	17X0704-1 (Bu.Ord. Req'n. No. 2004)
Total including Contractor's Fee		$ 4,500,000.00	

Upon your acceptance of this Letter of Intent, you are authorized and requested to begin work in order that construction may be expedited. Reimbursement will be made to you by the Government for obligations incurred, with the approval of the Officer in Charge of Construction, on account of this work and under this authorization prior to the execution of the contract.

The contract, which shall be executed as expeditiously as possible, will be upon the Bureau's standard form of cost-plus-a-fixed fee construction contract with such modifications therein as the Chief of this Bureau may determine are proper under the particular circumstances. When such contract is executed, authority to act under this Letter of Intent shall

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

F-1

NOy-5927

RECEIVED
HEADQUARTERS
THIRD NAVAL DISTRICT

terminate, but work commenced and contracts entered into with the approval of the Officer in Charge of Construction and under the authority of this Letter of Intent and prior to the execution of the contract shall be deemed to have been authorized under the terms and conditions of such contract. The contract number assigned to such contract is NOy-5927.

The maximum amount of fixed fee which can be allowed on projects of this nature is fixed by law at 6% of the total estimated cost of the contract less the fee. The actual fee will be determined at this Bureau prior to the signing of the contract.

Payments under this Letter of Intent may be assigned pursuant to the Assignment of Claims Act of 1940 and will not be subject to reduction or set-off for any indebtedness from you to the United States arising independently of this contract.

For further information you are referred to the Ordnance and Personnel Circular Letter, Bureau of Yards and Docks, Navy Department, Washington, D. C., until such time as an Officer in Charge is designated. The name of that Officer will be furnished you as soon as he shall have been designated.

This Letter of Intent and your right to proceed thereunder may be terminated in the same manner and upon the same terms as those provided in said standard form of contract for the termination of said contract.

If the above is satisfactory to you, it is requested that you indicate your acceptance of this Letter of Intent in the space provided therefor on the original and the three copies enclosed, and that you return to the Bureau the original and two copies with your acceptance noted on each, retaining the remaining copy for your files.

Very truly yours,

L. B. Combs
Assistant to Chief of Bureau
By direction

P. T. Cox Construction Co., Inc.,
Spearing, Preston & Burrows, Inc.,
270 Broadway,
New York, New York

NB 84

12/31/42

F-1

THE BUREAU OF YARDS AND DOCKS
IN REPLY ADDRESS

NOy-9927

ACCEPTED:

_____ 1943

P. T. COX CONSTRUCTION CO., INC.,

By_____
(State capacity)

SPEARIN, PARSTON & BURROWS, INC.

By_____
(State capacity)

CC - Commandant, Third Naval District
CC - Supt. Civil Engineer, Area II
CC - Procurement and Materials (Insurance Division)
CC - Allen G. Thurman, Senate Small Business Committee,
Senate Office Building, Washington, D. C.

F-1

NAVAL TORPEDO TESTING RANGE MONTAUK,
LONG ISLAND, N. Y.

25 Mar. 43 - 1 Nov. 44

IN REPLY ADDRESS

AND REFER TO No.

NP45/A21/A12
A2r-106

U.S. NAVAL TORPEDO TESTING RANGE
MONTAUK, LONG ISLAND
NEW YORK

16 January 1945.

To: History Unit, Op-33-J-6
Office of Editorial Research
Chief of Naval Operations

Subj: History of the Aviation Unit, Naval Torpedo Testing Range, Montauk, Long Island, New York.

Ref: (a) Aviation Circular Letter 74-44 of 25 July 1944.

1. In accordance with reference (a) the following history of the aviation unit which was maintained at the U. S. Naval Torpedo Testing Range, Montauk, Long Island, New York is submitted.

Part A - Chronology

I. General

25 March 1943	Station commissioned
18 July 1943	First aircraft delivered
24 July 1943	SO3C, Bureau Number 4730, crashed, killing W.W.Herring, APlc and P.E. Cheney, PhoMlc.
15 Aug. 1943	Hangar construction completed according to the original contract.
16 Aug. 1943	First torpedo observation flights
18 Aug. 1943	PBN aircraft delivered
30 Aug. 1943	First aircraft torpedo drop
23 Oct. 1943	N3N-3, Bureau Number 2971, aircraft crashed causing the death of E.S. Whipple, APlc
11 Nov. 1943	SO3C, Bureau Number 4774, aircraft demolished by water loop on take off--no personnel injuries, pilot-L.Ackert, Lt. A(V)T USNR.
15 Nov. 1943	All construction on the hangar completed.
13 Apr. 1944	Commander H.T. Utter detached.
1 July 1944	Commenced using the blimp on the range
18 July 1944	Last aircraft torpedo drop
22 Sept. 1944	PBN transferred to N.T.S., Newport,R.I.

NP45/A21/A12
A2r-106

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25 Sept. 1944	Transferred five pilots to N.T.S., Newport
1 Nov. 1944	All pilots and aircraft transferred to Newport
6 Dec. 1944	Last torpedo observation flight from Montauk.
7 Dec. 1944	Temporary duty at Montauk for all personnel terminated except for Lt.Comdr. Cutter and J.J.Barton, PhoMlc.
14 Dec. 1944	Temporary duty for Lt.Comdr. L.D. Cutter and J.J.Barton, PhoMlc. completed.

II. Aircraft receipts and transfers:

Date Delivered	Plane	Disposition
18 July 1943	SO3C-1 4730	Crashed 24 July 1943
4 August 1943	SO3C-1 4774	Crashed 11 Nov. 1943
5 August 1943	N3N-3 2907	Transferred to Newport 30 October 1944.
9 August 1943	N3N-3 2971	Crashed 23 Oct. 1943
9 August 1943	N3N-3 3001	Transferred to Newport 18 October 1944.
18 Aug. 1943	PBN-1 02803	Transferred to NAF 26 April 1944
21 Aug. 1943	SO3C-1 4754	Transferred to NAS Quonset 29 June 1944
10 Sept. 1943	SO3C-1 4745	Transferred to NAS Quonset 29 June 1944
16 Sept. 1943	OS2U-2 2255	Transferred to Newport 1 November 1944
5 Dec. 1943	OS2U-1 1694	Transferred to Newport 1 November 1944
26 April 1944	PBN-1 02851	Transferred to Newport 22 September 1944.

NP45/A21/A12
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18 June 1944	OS2U-3 5552	Transferred to Newport 1 Nov. 1944
18 June 1944	OS2U-3 5558	Transferred to Newport 1 Nov. 1944
3 July 1944	J4F-2 37742	Transferred to Newport 1 Nov. 1944

III. Officers reporting and detached:

Aboard 1 May 1943:

H.T. Utter, Lt.Comdr., USN
L. Ackert, Lt. A(V)T USNR
G.W. Hug, Lt.A(V)T USNR
H.T. Niles, Ens.(temp) USN

1 July 1943	L.D. Cutter, Lt. A(V)N, USN reported
24 July 1943	W.M. Forbes, Lt.(jg), A(V)T USNR reported
28 July 1943	E.H. Moyer, Ens. A(V)N USNR reported
	J.N. Shearn, Ens. A(V)N USNR reported
	O.W. Loughrey, Ens. A(V)N USNR reported
	R.F. Falkner, Ens. A(V)N USNR reported
	E.R. Magnusson, Ens. A(V)N, USNR reported
1 Aug. 1943	W.F. Baumgart APlc received a commission as Ens.(temp) USN
11 Aug. 1943	E.H. Moyer, Ens. A(V)N USNR transferred
	J.N. Shearn, Ens. A(V)N USNR transferred
	O.W. Loughrey, Ens. A(V)N USNR transferred
	R.F. Falkner, Ens. A(V)N USNR transferred
	E.R. Magnusson, Ens. A(V)N USNR transferred
17 Jan. 1944	W.M. Forbes, Lt.(jg), A(V)T USNR detached
20 Jan. 1944	F.W. Goodrich, Lt A(V)N, USNR reported
14 Feb. 1944	T. Hladik, C.A.P. received a commission as Ens.(temp) USN
19 Feb. 1944	S. Goldklang, Lt.(jg) A(V)N USNR reported
1 March 1944	L. Ackert, Lt. A(V)T USNR detached
1 March 1944	G.W. Hug, Lt., A(V)T USNR detached

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A2r-106

16 January 1945.

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1 March 1944	J.H. Garraghan, Lt. A(V)T USNR reported
1 March 1944	R.B. Harrison, Lt. A(V)T USNR reported
5 March 1944	A.T. Eaton, Lt., A(V)T USNR reported
29 July 1944	W.H. Youngblood, Lt.(jg), USNR reported
31 July 1944	R.L. Cropper, Lt. A(V)N USNR reported
4 Sept. 1944	W.E. McLellan, Lt. A(V)N USNR reported
25 Sept. 1944	A.T. Eaton, Lt., A(V)T USNR detached
	R.B. Harrison, Lt. A(V)T USNR detached
	R.L. Cropper, Lt. A(V)N USNR detached
	W.E. McLellan, Lt., A(V)T USNR detached
	T. Hladik, Ens.(Temp) USN detached
1 Nov. 1944	L.D. Cutter, Lt. Comdr. A(V)N USNR detached
	F.W. Goodrich Lt. A(V)N USNR detached
	S. Goldklang, Lt.(jg) A(V)N USNR detached
	J.H. Garraghan, Lt. A(V)T USNR detached
	W.H. Youngblood, Lt., A(V)N USNR detached

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Part B - Narrative

I. General

Guy C. Hitchcock, Captain, U. S. Navy, from Bennington, Vt. was the commanding officer of the station from the time it was commissioned until the aviation unit was disestablished. When the station was commissioned on 25 March 1943, Harmon T. Utter, Lt. Comdr., U. S. Navy from Neville, Ohio was the officer in charge of the aviation unit; he was promoted to the rank of commander on 18 November 1943. Commander Utter was detached on 13 April 1944 leaving Leeds D. Cutter, Lt. A(V)N USNR from Anoka, Minnesota as the officer in charge of the aviation department. The complement of enlisted men for the department called for twenty-seven ratings and fourteen seamen.

The station, as a whole, was established in order to test and prove commercially manufactured torpedoes. In the fall of 1942, when the plans were initiated, the prospective production of torpedoes was beyond the proof capacity of the previously established proving ranges. Primarily the emphasis was on aircraft torpedoes.

Property on which to construct the station was leased from the Long Island Railroad Company, the Montauk Beach Development Company and from several private land holders. The only Naval organization in the vicinity had been a section base at Star Island in Lake Montauk which was discontinued. The buildings and the dock used by the section base were taken over by the Torpedo Testing Range.

The station was a Bureau of Ordnance station operating directly under that Bureau. The aviation unit did not constitute a separate command but was set up as a department of the Torpedo Testing Range. Since the station was located in the Third Naval District, enlisted personnel were provided by the Third Naval District.

Special Collections

NP45/A21/A12
A2r-106

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The initial complement of aircraft was set up in a Bureau of Aeronautics planning directive, 31-FV-43 of 1 May 1943, which provided for the following aircraft:

2 PBY	3 N3N-3 seaplanes	1 SB2C on floats
4 SO3C seaplanes	1 J2F	

The same directive provided for the following complement of officers and enlisted personnel:

1 Lt.Comdr.	Aviator
1 Lt.	Aviator
3 Lt.(jg)	Aviators
6 Ens.	Aviators
27 Aviation Ratings	

No specific provisions had been made by the Bureau of Aeronautics for the obtaining of routine aircraft supplies or for the overhaul of aircraft and parts. On 28 August 1943 a letter was prepared to clarify this situation and the Naval Air Station, Quonset Point, R. I. was designated as the activity from which the Aviation Department at Montauk should procure aviation material.

II. Location of the Station.

The seaplane hangar and ramp were constructed on the west side of Fort Pond Bay. On the south and east sides of this bay the fishing village of Montauk had been located, a large proportion of this village was moved when the shops of the Torpedo Testing Range were constructed. Between this bay and the ocean side of Long Island was Fort Pond which had been the location of a Naval Air Station during the war of 1917-1918. Some of the concrete ramps and foundations constructed then were still in evidence when the new station was built. Fort Pond, however, is no longer large enough for modern seaplanes.

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The spot selected for the seaplane hangar was a ravine one and six tenths miles from the site of the administration building. Previous construction had been limited to a fisherman's frame dwelling.

III. Construction of the Aircraft Facility.

The plans called for a hangar of one-quarter standard size with one lean-to for offices and shops; for a pier, one ramp, a water tank, and for gasolene storage and pumping facilities.

Work crews started under a contract held by the Cox Spearin Construction Company late in February 1943.

It was necessary to cut off the faces of three hills in order to fill in the ravine. When this was done a concrete parking area, 400' x 188', was poured and the quarter size wooden hangar was built.

The all wood type of construction was something of an innovation at least from prewar standards. A year and a half of use during which time it was subjected to several sixty knot gales and one hurricane failed to deteriorate the building to any appreciable extent. It was still a new hangar when the station closed.

A separate contract was made to construct an additional lean-to in which to house the photographic laboratory and the parachute loft. These were constructed according to the specifications prepared by the photographer's mates and the parachute rigger stationed at Montauk and were ideal facilities.

The original plan called for one aircraft launching ramp and a pier. The pier when constructed, 330 feet from the ramp, constituted a serious obstacle to aircraft approaching the ramp. This was true even though its final position was 100 feet further from the ramp than had been originally planned, the change having been made at the request of the senior aviator.

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The position of the pier, on one side, and that of some large rocks on the other side of the ramp made it necessary to install, what is known to seaplane pilots, as the "Pan Am" system for beaching planes. A system of buoys was rigged in front of the ramp. The aircraft secured to the buoys and was hauled in, rather than attempting to make an approach to the ramp directly. Even with this system the proximity of the pier made it impossible for any but well experienced pilots to operate multi-engined seaplanes from this ramp.

A 100,000 gallon water tank with an automatic electric pump was constructed on a hill east of the hangar. This provided about a 130 foot head of pressure for the hangar which was more than ample. Cracks in the bottom of the tank caused icicles during the first winter which in turn damaged the structure making extensive repairs necessary. No other troubles were experienced.

Provisions were made for pumping and storing two grades of gasolene. Two 10,000 gallon tanks were sunk into the ground near the parking area. The gas was piped to two gas pits on the edge of the aircraft parking area, both of these pits were equipped to deliver both types of gasolene. The pumps were operated by remote control from the pits.

Since the base was remote from any air station facilities and since rough water operations loosened rivets in the floats of the seaplanes frequently it was necessary to procure heat treating facilities. A Ryan-Scully gas burning salt-bath heat-treating furnace was procured and installed in a frame building left by the contractor. The addition of this equipment with the acquisition of a screw turning lathe and electric welding equipment enabled the aviation department at Montauk to complete all necessary repairs.

No base radio had been planned. It became necessary to have one in order to coordinate the activities of the air-ship, which was based on Fisher's Island, with the range

operations. Personnel attached to the aviation unit constructed a base radio with equipment salvaged from an SO3c airplane.

The station's magazines were constructed in the seaplane area. Two magazines of 924 cubic foot capacity were sunk into the side of a hill and two ready lockers were provided. All were of reinforced concrete construction.* The small arms ammunition for the guard, the black powder for torpedo impulse charges, torpedo igniters and miscellaneous pyro-technics were stowed in the magazines.*

IV. Operational Techniques.

While the original plans called for an SB2C on floats with which torpedo drops could have been made at or near 200 knots the only plane that was available was a PBN. One of the earlier ships built by the Naval Aircraft Factory was brought to the station by Captain Harrison, Manager of the N.A.F. With this plane drops could not be made at speeds higher than 140 knots, and it was impossible to comply with the Bureau of Ordnance directives concerning the testing of aircraft torpedoes.

At the time the PBN was delivered there was a small backlog of aircraft drops. The first drop was made on 30 August 1943. A total of 196 aircraft drops were made.

The torpedoes were dropped from the plane into a 130 foot hole located east of Gardiner's Island. The range ran toward the station in a southeasterly direction from the hole. Each plane drop was chased by an observation plane until it was retrieved by a boat. All of the data on the run of the torpedo was collected and recorded by the plane observing the drop.

Emphasis was laid on the speed of operations. Loading the plane was the operation that consumed the most time. After practice, the record time for beaching the plane, loading two torpedoes and launching the plane again was 17½ minutes. The time was started when the plane hit the water on landing and was stopped as the take-off run commenced.

To cut the time so short required two loading crews, one for each wing, and a separate beaching crew.

However, most of the loading was done at a buoy using an aircraft rearming boat. Had two rearming boats been available this would have been the fastest means of reloading. The buoy was used, in order to leave the ramp clear and because the department was operating on a minimum complement of enlisted ratings and, as a routine practice, could not maintain the large loading and beaching crew necessary for expeditious loading on the beach. However, sixteen drops a day would have been possible, using the one plane, one crew, and one boat, but the number of torpedoes available never required more than twelve. The last aircraft drop was made on 18 July 1944.

The doctrine worked out for observing barge fired torpedoes called for three planes in the air at all times when the range was operating. Since the chasing was done at five hundred feet altitude or lower and required constant steep turns it was found that two and one half hours was the maximum flight duration advisable. This was about the same time limit that would have been imposed by the limited gas supply of the N3N type planes. Planes were, accordingly, relieved on station at the end of two and one half hours.

A plane picked up each torpedo as the barge fired it and followed it until it was retrieved by a boat. The barge called by radio a signal on firing each torpedo and at the same time assigned that torpedo to a plane. The plane gave radio marks on the stations as the torpedo passed them and kept a record on paper. Sinkers were marked with float lights until a retriever boat could mark the spot with a buoy. To a limited extent the pilots were able to check the depth of the torpedo by measuring the time that elapsed between the time that the torpedo passed the station and the time that the bubbles rose along side the station. This could be done on most torpedoes which ran at ten feet or less and on some that ran at fifteen, depending on the

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condition of the sea and light. Whenever it was possible to observe depth, the pilots corrected the hydrophone readings if they were, or appeared to be, in error.

Planes going out on the range went out at 500 feet or below the clouds and planes coming back to the barge for another torpedo dove to 100 feet or less to return below those that were following torpedoes. This system enabled the barge to maintain a very rapid rate of fire, with assurance that the torpedoes would not be lost. Twenty torpedoes an hour could be expected to be fired and the high of twenty-four an hour was frequently attained.

For several months prior to the installation of the radios the planes did the work using visual signals. The barge signaled with a steam whistle, the blasts of which could be seen, for each torpedo fired. The number of the run was posted on the side of the barge where it could be read by the pilots. The planes signaled the position of a surfaced torpedo by diving on it.

On 1 July 1944 the services of a blimp were obtained. This airship was furnished by the detachment of Airship Utility Squadron One at South Weymouth, Massachusetts. The blimp operated from Fisher's Island where portable mooring masts had been provided. Liaison between Montauk and Fisher's Island was maintained by radio and by frequent trips to Fisher's Island in the J4F-2 which was assigned to Montauk on the third of July.

The blimp remained at the recovery station on the range, that is, it took a permanent station over that area in which most of the torpedoes became "floaters". The blimp relieved each plane as soon as the blimp could see and keep track of the torpedo. The blimp was able to mark sinkers much more accurately than the planes and by remaining at the recovery station the blimp was able to cooperate with the retriever boats more effectively than the planes, which moved up and down the fifteen thousand yard range and therefore lost the continuity of the boat operations.

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In the eighteen months of dropping and chasing torpedoes the aviation department at Montauk flew a total of 3897 hours.

V. Weather Conditions at Montauk.

During the winter of 1943-1944 there was but one week during which no operations could be conducted due to continuous high winds. This was the longest continuous period during which operations were prevented by adverse weather. The bay did not freeze over, as it had at times in other, more severe winters. Some trouble was experienced with spray forming ice on the SO3C aircraft to such an extent that on several occasions planes were not able to complete a takeoff. Calm days were the exception, in general, and strong winds were continuous. Several sixty knot gales and one hurricane were experienced during the period of operations.

VI. Types of Aircraft.

Because of the experience other organizations had with two of the types of aircraft operated at Montauk some notes on the use to which this unit put these planes may be of interest.

The four SO3C seaplanes which were delivered to Montauk flew a total of 481.2 hours without a forced landing, except for one pilot that ran out of gas on the range. One plane returned from a flight with the engine missing badly and vibrating. It was due to having broken rocker arm supports. Another case of this developed later. Two engines were changed when unexplained metal appeared in the oil strainers. Most pilots found this plane comfortable to fly, once it was in the air, and very stable at all speeds and attitudes. However, a number of hours of operation in it was necessary before any pilot would excuse its lack of power for takeoff or climbing.

NP45/A21/A12
A2r-106

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To: History Unit, Op-33-J-6, Office of Editorial Research, Chief of Naval Operations.

Subj: History of the Aviation Unit, Naval Torpedo Testing Range, Montauk, Long Island, New York.

The PBN which was received in September 1943 was the thirteenth plane of that type manufactured. It had a very poor bottom. Rivets were lost on any but the gentlest landings or takeoffs. However, the second plane, delivered in the spring of 1944 was an excellent plane in every respect. The bottom had been reinforced and there was no evidence of faulty riveting.

A special radio installation was made in all aircraft operating on the torpedo range at Montauk. The range used frequency modulated radio equipment manufactured by the Link Company. These radios were single frequency sets operating in the 32 to 40 Megacycle range. The set manufactured for use in aircraft was the MN-4 model. For the purpose this equipment was highly satisfactory and very dependable.

VII. Experimental Work.

The station had been set up as a production station and no experimental work had been planned. However, after the last Mk XIII torpedo that was scheduled for a proof drop had been proved, a request was submitted by the station to the Bureau of Ordnance for the assignment of a small number of Mk XIII torpedoes with which to conduct some experimental drops. Without high speed aircraft the experimental work would have been very limited. It was proposed to work only on the one phase of stability during air travel of a torpedo which appeared to be critical at low speeds. The Bureau disapproved these in the interests of centralizing the experimental work.

VIII. Disestablishment.

In August 1944 the Bureau of Ordnance decided to eliminate the Aviation unit at Montauk and to require the Naval Torpedo Station at Newport to furnish the aviation services at Montauk. (BuOrd Ltr. Ad3a 24 Aug. 1944 to CNO). This was, apparently, in the interests of conserving pilots and avia-

tion equipment. Conversations between the senior aviator at Montauk and aviators in the Bureau of Ordnance revealed that the plan conceived there called for planes and pilots being based at Newport, flying to Montauk to track the torpedoes and returning to Newport to land.

Certain factors made this plan seem impractical to both stations involved. The extensive use which the station at Montauk was making of its planes required three in the air at all times the torpedo range was operating. Torpedo production plans still required that the station be capable of operating the range for from four to six hours daily. The distance from Montauk to Newport, about 35 miles, would consume one hour of flying for each flight. The need for beaching facilities at Montauk to take care of emergency situations created by material failures or by weather conditions would have required the retention of some personnel at Montauk. So it appeared that there would be little saving of personnel or equipment.

Therefore, the Commanding Officer of N.T.T.R., Montauk endeavored to bring about a change in the plans. In the course of these attempts, which were unsuccessful, the decision was made to close the station at Montauk as a torpedo testing range. The date for the final disestablishment was set for 1 March 1945. It was estimated by the station that all ranging of the torpedoes that remained to be proved would be completed by the ninth of December, 1944. This change in the general picture changed the situation relative to the necessity of maintaining an aviation unit at Montauk.

Requests to permit the station to retain its aviation facilities until the torpedo ranging was completed proved to be futile, so on 1 November 1944 all planes and pilots were transferred to the Naval Torpedo Station at Newport. The work at Montauk still remained to be done, and the only practical way in which to complete it was to leave sufficient planes and personnel at Montauk. Therefore,

NP45/A21/A12
A2r-106

16 January 1945.

To: History Unit, Op-33-J-6, Office of Editorial Research, Chief of Naval Operations.

Subj: History of the Aviation Unit, Naval Torpedo Testing Range, Montauk, Long Island, New York.

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temporary duty orders were issued by the Commanding Officer at Newport which detailed the unit then at Montauk to temporary duty there in order to complete the ranging at that station. In fact no personnel moved at this time. On the seventh of December, ranging having been completed, all equipment and personnel went to the Naval Torpedo Station at Newport, except the senior aviator and the photographer, who were detached from temporary duty at Montauk on the fourteenth of December.

G. C. HITCHCOCK,
Captain, U. S. Navy,
Commanding.

Copy No 2 destroyed
1/24/45

F-2

IN REPLY ADDRESS
AND REFER TO No.

U.S. NAVAL TORPEDO TESTING RANGE
MONTAUK, LONG ISLAND
NEW YORK

NP45/S75
A2r-13

NP 45
PR8

5 January 1945.

010945 00630

To: Chief, Bureau of Ordnance.

Subj: Torpedoes Sunk, and expended or surveyed and not replaced - Quantity of.

Ref: (a) BuOrd (Pr8a) ltr NP7/S75 of 29 Dec. 1944.

1. As requested by reference (a) the following information as of 0800 January 1, 1945 is submitted:

(a) Mark 13 type torpedoes surveyed and not recovered or replaced - - - - - - - - - - - - - - - - - 13
Mark 15 type torpedoes surveyed and not recovered or replaced - - - - - - - - - - - - - - - - - - - 12

(b) Mark 13 type torpedoes sunk. To be surveyed - 2
Mark 15 type torpedoes sunk. To be surveyed - 14

(c) Total number mark 13 type sunk and not recovered - 15
Total number mark 15 type sunk and not recovered - 26

2. A number of torpedoes were returned to manufacturer for rebuilding. Those returned to Naval Torpedo Testing Range Montauk carried the same register number with the letter R (Example: 37266-R). These torpedoes were not reported as new production.

G. C. HITCHCOCK,
Captain, U. S. Navy,
Commanding.

F-3

DECLASSIFIED NUMBER NND917625, BY KBJ/MM, DATE 7

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FILED

8 JAN 1945

From: The Chief of the Bureau of Ordnance
To: The Commanding Officer
Naval Torpedo Testing Range
Montauk, Long Island, New York

Subject: Recovered Torpedoes - Return to Naval Ordnance Plant, Forest Park, Illinois, for Overhaul

Reference: (a) Telephone Conversation between Naval Torpedo Station, Newport, R.I. (Comdr. Burke) and BuOrd (Captain Bushnell) on 3 January 1945

1. By reference (a) the Bureau was advised that the Naval Torpedo Testing Range, Montauk, had recovered 41 sinker torpedoes and desired to transfer them to the Naval Torpedo Station, Newport, for overhaul. The Bureau does not want to interfere with the present work load in the post range overhaul at Newport, and therefore desires that the recovered torpedoes be shipped to the Naval Ordnance Plant, Forest Park.

2. It is therefore requested that the torpedoes be prepared for shipment to Forest Park. Before shipment is made, however, it is requested that they be examined carefully and that only the ones worth rebuilding be shipped. Any which cannot be repaired economically should be surveyed to avoid needless shipping expense.

3. It is further requested that the Bureau be advised the exact number of torpedoes to be shipped in order that the necessary arrangements can be made with the Naval Ordnance Plant, Forest Park.

G. F. HUSSEY, JR.

Carl H. Bushnell
By Direction

SGF:LR

Copy to:
CO, (CTO), Navtorpsta,
Newport, R.I.
CO, NOP, Forest Park, Ill.

Prepared 8 JAN 1945

First draft prepared .....

Final draft prepared .....

F-

OPO 16—20171-1

NUMBER [illegible]

IN REPLY ADDRESS

AND REFER TO No.

NP45/S75
A2r-94

U.S. NAVAL TORPEDO TESTING RANGE
MONTAUK, LONG ISLAND
NEW YORK

CHB
SLF NA
SINSBee

NP45-
Pr8

12 January 1945.

011645 00185

To: Chief, Bureau of Ordnance.

Subj: Recovered torpedoes - Return to Naval Ordnance Plant, Forest Park, Illinois for overhaul.

Refs: (a) BuOrd ltr NP45 (Pr8a) of 9 January 1945.
(b) NTTR Montauk ltr NP45/S75 over A2r-13 of 5 Jan. 1945.
(c) BuOrd ltr S75/Nord 300 (Pr8a) of 18 July 1944.

1. Reference (a) stated that Montauk had recovered 41 sinker torpedoes and desired to transfer them to the Naval Torpedo Station, Newport for overhaul.

2. It is believed that the 41 torpedoes in question were those covered in reference (b). These torpedoes are still sunk and have been surveyed and are not available for shipment.

3. All recovered sinker torpedoes manufactured by Naval Ordnance Plant, Forest Park, Illinois and beyond repair of Montauk facilities, have been returned to Forest Park for rebuilding or salvage as per instructions contained in reference (c). All torpedoes in this category manufactured by Naval Torpedo Station, Newport have been returned to Newport.

4. The last shipment to Forest Park was made on 6 January 1945 and consisted of 15 torpedoes.

G. C. Hitchcock

G. C. HITCHCOCK,
Captain, U. S. Navy,
Commanding.

F-3

A

B

(Pr8a)NP45

C

09 JAN 1945

Ad

From: The Chief of the Bureau of Ordnance.
To: The Commanding Officer,
Naval Torpedo Testing Range,
Montauk, N. Y.

Subject: Torpedoes Received for Ranging - Disposition of

Re

Reference: (a) NTTR, Montauk ltr NP45/S75 ag2812 of 17 October 1944.
(b) BuOrd conf ltr NP45(Pr8a) of 5 Oct. 1944.
(c) NTTR, Montauk ltr NP45/S75-1½ A2f-3003 of 8 Nov. 1944.
(d) NTTR, Montauk ltr NP45/S75 A2r-13 of 5 Jan. 1945.
(e) NTTR, Montauk TWX 152020.

Fi

1. Reference (a) gave an analysis of the status of

Mn torpedoes received at that station as of 1 October 1944. Reference (b) advised of inconsistencies of reference (a) with Bureau records in regard to quantities to store. Reference (c) advised that a final recapitulation would be made correcting these discrepancies when the last torpedo was turned into store. Reference (d) advised the total number of torpedoes surveyed at that station to 1 January 1945. Reference (e) is the stations teletype report for week ending 14 January 1945.

Pr

2. For information in preparing the recapitulation mentioned by reference (c), and so that it may be reconciled with the Bureau records, the disposition according to the latter is now as follows:

		Mark 15			Mark 13	
Received from Prod: Newport		3868				
	Comm.	1583	5451			456
Shipped (not Replaced): To Newport		427			5	
	Com. Prod.	42	469		2 7	
Turned Into Store: From Newport		1166			432	
	From Com. Prod.	3776	4942			
			26	5337	15	454
Surveyed				14		2
Unaccounted for						

CONFIDENTIAL

GPO 16—20171

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B (Prgs) NP45?

C

Ad

The number unaccounted for is believed related to the discrepancies pointed out by reference (b). The confirmation of the quantities to store given by reference (a) would reduce the quantity unaccounted for to 2 Mark 15 type units. It is suggested that this remainder might be due to error in the above quantity returned to the NOP, Forest Park without replacement. Such quantity for the above was determined as follows:

Re

Wrecked torpedoes returned to Forest Park:
From reference (a) 73
From reference (c) 15 88

Replacement torpedoes received from
Forest Park: From reference (a) 46
42

Fi

Since this quantity is based on no shipments or receipts between 1 October and week ending 14 January 1945, it appears to be a probable source of error.

Mn

3. It is requested that in the recapitulation advised by reference (c) any inconsistencies with above quantities be explained.

G. F. HUSSEY, JR.

Pr

TEN/obb

Carl E. Bushnell
By Direction

Prepared.....

First draft prepared .....

Final draft prepared.....

CONFIDENTIAL

GPO 16—20171

U. S. NAVAL MAGAZINE
NAVY 3245
F.P.O. SAN FRANCISCO, CALIF.

NP45
NN3
J.A.

NM3245/FF11/a/jr
S-75
SERIAL 053

MAR 1 1945

C-O-N-F-I-D-E-N-T-I-A-L

From: Commanding Officer, U. S. Naval Magazine, Navy 3245.
To: Commanding Officer, Naval Torpedo Testing Range, Montauk Point, Long Island, New York.

FILED 031045 0829

Subject: Torpedoes.

Enclosures: (A) Torpedo Inspection Report.
(B) Inspection Cards.

1. This activity received 25 torpedoes tested at your station during the month of August 1944. These were received at this activity during the latter part of December. As covered storage was not available at the time of receipt the torpedoes were placed outside under tarpaulins for about six weeks.

2. When storage was ready to receive the torpedoes they were removed from boxes and inspected and conditions found are noted in enclosure (A).

3. At least ten (10) of these torpedoes are unfit for issue until a complete overhaul has been accomplished. The other fifteen (15) will require careful checking of the main engine before issue.

4. For the information of CinCPac and ComFrdArea the overhaul mentioned in paragraph 3 above is now being accomplished by the USS HAMUL (AD-20) present in this port and if she remains in this area sufficient lenght of time all 25 torpedoes will be checked by her.

5. By way of comment the following is submitted:

(a) When the torpedoes are to be shipped to tropical areas it is suggested that Grade III Tectryl does not furnish sufficient protection for the interior of the afterbody shell.

(b) It has been found that, in this area, a heavy coating of hot running torpedo oil sprayed into the afterbody makes a more satisfactory preservative.

(c) In shipment, the inclusion of two one (1) pound bags of Silica gel has been found very satisfactory as a moisture preventive.

(d) Air flasks should be more carefully coated with Parkalkatone or some other rust preventive that dries hard.

(e) Some torpedoes have been received enclosed in waterproff bags. These have always been in excellent condition.

REGISTERED MAIL
830

F-3

NUMBER

U. S. NAVAL MAGAZINE
NAVY 9245
F.P.O. SAN FRANCISCO, CALIF.

NM9245/FF7:ajr
3-75
SERIAL 053

C-O-N-F-I-D-E-N-T-I-A-L

Subject: Torpedoes;

(f) Greater care should be taken in order not to damage the afterbody shell by packing improperly.

cc:
BuOrd
CinCPac
ComFedAreas, ComPac

F-3

TORPEDO INSPECTION REPORT
(MARK 15 MOD. 3 TORPEDOES FROM MONTAUK POINT)

REG. NO.	REMARKS
21638	(1) Interior of afterbody shell rusted. (2) Small amount of Tetryl, Grade III, in oil pot.
76774	(1) A-Frame rusted. (2) Turbine bulkhead rusted. (3) Strenghtening rings and interior of afterbody shell rusted. (4) Bad dent in afterbody shell, caused by improper checking in shipping box. (5) Exterior of air flask rusted.
21538	(1) Oil pot absolutely dry. (2) Interior of afterbody shell dry and rusted.
21554	(1) Exterior of air flask rusted. (2) Exterior and interior of afterbody shell rusted. (3) Main drive gears rusted. (4) Starting gear rusted. (5) Oil pot dry.
76896	(1) Rusted strengthening rings. (2) Afterbody dry.
765 36	(1) Interior of afterbody shell dry and rusted. (2) Exterior of air flask rusted. (3) Oil pot dry.
76704	(1) Interior of afterbody shell dry and rusted. (2) Main drive gears rusted. (3) Oil pot rusted.
76695	(1) Interior of afterbody shell dry and rusted. (2) Oil pot dry. (3) Exterior of air flask rusted. (4) Air pipe through water compartment bulkhead not secured. Found loose in water compartment.
21358	(1) Oil pot dry. (2) Interior of afterbody shell dry and rusted. (3) Exterior of air flask rusted and beginning to pit.

USN 045 829

Ord. No.	Remarks
21618	(1) Afterbody shell dented in four (4) places. (2) Turbine wheels rusted. (3) Air flask badly pitted. (4) Oil pot dry.
76707	(1) Interior of afterbody shell dry and rusted. (2) Exterior of air flask rusted. (3) Oil pot dry.
76790	(1) Oil pot dry. (2) Air flask rusted.
21597	(1) Main drive gears rusted. (2) Interior of afterbody shell rusted.
76819	(1) Exterior of air flask badly rusted. (2) Oil pots dry.
76807	(1) Interior of afterbody shell dry and badly rusted. (2) Exterior of air flask badly rusted. (3) Oil pot dry.
76743	(1) Interior of afterbody shell dry and rusted. (2) Oil pot dry. (3) Exterior of air flask rusted. (4) Turbine bulkhead rusted.
76700	(1) Oil pot dry.
76788	(1) Exterior of air flask rusted.
21594	(1) Bevel gears rusted. (2) Main drive gears rusted. (3) Afterbody strengthening rings rusted. (4) Oil pots dry.
76839	(1) Torpedo in good condition.
76749	(1) Interior of afterbody shell dry and rusted. (2) Exterior of air flask rusted. (3) Oil pot dry. (4) Several pieces of loose solder found inside afterbody.
21569	(1) Interior of afterbody shell rusted. (2) Bevel gears rusted.
76752	(1) Oil pot dry. (2) Interior of afterbody shell rusted. (3) Main drive gears and bevel gears rusted.

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NAVY DEPT.

Symbol	Description
	[illegible]
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	Administrative Division
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AL	Industrial Relations
AL5	Publications
PL	Planning and Progress
PL	Director
PL1	Type Assistant (Underwater)
PL2	Type Assistant (Antiaircraft)
PL3	Type Assistant (Aircraft)
PL4	Type Assistant (Ammunition)
PL5	Training Liaison
PL6	Assistant Director
PL1	Torpedo Planning
PL2	Directives
PL3	Progress and Reports
PL4	Statistics and Research
FI	Fiscal
FI	Director
FI	Assistant Director
FI0	Assistant to FI
FI1	Administrative
FI2	Accounting
FI3	Statistics
Re	Research and Development Division
Re	Director
Re	Assistant Director
Re0	Assistant for Aviation Ordnance
Re1	Chief Engineer
Re1	Explosives and Ammunition
Re2	Armor Projectiles—Bombs
Re3	Fire Control
Re4	Guns—Mounts
Re5	Underwater Ordnance

Symbol	Description
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Ins	Assistant Director for Inspection
Pro	Assistant Director for Procurement
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Mn	Director
Mn1	Assistant Director
Mn1	Planning
Mn2	Ammunition
Mn3	Underwater Ordnance
Mn4	Fire Control
Mn5	Guns—Mounts
Mn6	Aviation Ordnance
Mn7	Shipments
SP	Special Board on Naval Ordnance
Spe	Inspector of Naval Ammunition Depots
La	Legal Staff

(1) Oil pot dry*
(2) Bevel gears trued*

(1) Oil pot dry*
(2) Interior and exterior of afterbody shall be painted*

21/32

21/32

[illegible] Route Slip is to be [illegible] Symbol of Division or Branch Number

NP45
(Ad3b)

BUREAU OF ORDNANCE
WASHINGTON 25, D.C.

2 Dec 1944

From: The Chief of the Bureau of Ordnance
To: The Secretary of the Navy
Via: (1) The Chief of the Bureau of Yards and Docks
(2) The Chief of Naval Operations

Subj: Naval Torpedo Testing Range, Montauk, Long Island, New York - Land Acquisition at. (Project No. Ord. 488)

Ref: (a) CNO ltr Op30-13-mgl HBDC S04 29 25 Serial 975230 of 5 May 1944 to all Bureaus and Offices; all Naval Districts; PRNO, SRNC.
(b) SecNav ltr PM 200 CAJ PM 1104 1039 of 4 Nov 1942 to all Naval Activities
(c) VCNO ltr OP12L-1 Serial 94312 of 6 Oct 1943 to all Bureaus.
(d) BuOrd ltr to CNO NP45 (Ad3a) of 22 Sep 1944.
(e) SecNav ltr to all ships and stations, Op13-1D-mmw of 27 Sep 1944.
(f) BuOrd ltr to ComThree NP45 (PL) of 6 Nov 1944
(g) CO, NTTR, Montauk ltr to BuOrd, BuDocks and ComThree NP45/L4-3/L5-3 A2f-2993 of 7 Nov. 1944 with encl.

Encl: (A) Marked print of NTTR, Montauk Area "B" - Y&D Dwg. No. 252667.
(HW) (B) Copy of reference (g).

1. In reference (d) the Bureau of Ordnance recommended the disestablishment of the subject activity as of 1 March, 1945, since it was not considered necessary to continue the operation of the subject range after 1 January 1945. In reference (e) the Secretary of the Navy directed the disestablishment of the station on March 1, 1945.

2. As noted in reference (f), subsequent to the cessation of torpedo testing activities at the subject activity the Bureau of Ordnance plans to utilize certain parts of the present installation for permanent stowage of inert ordnance material.

3. Following review of reference (g) and subsequent conversation between representatives of the station and the Bureau of Ordnance, it has been determined that the facilities included within the area outlined in red on Enclosure (A) will be required for this purpose. These facilities include in general the torpedo storehouses, production and shipping buildings, administrative and maintenance buildings and service facilities. The station pier and boat basin together with the boat maintenance shop have been

NP45
(Ad3b)

eliminated in the belief that these facilities could be disposed of to advantage to the government for use as a local yacht club and small boat overhaul shop. They will not be required for the purposes for which the balance of the facilities are intended.

4. In view of the fact that these facilities are on land leased to the Navy Department and since it is desired to retain them as permanent facilities, the Bureau of Ordnance hereby sponsors a project for the release of funds as may be necessary to purchase the land area outlined in red on Enclosure(A). It is requested that the Bureau of Yards and Docks provide the estimated cost of the land in their forwarding endorsement. If approved, it is requested that the acquisition of the land be expedited in order that necessary minor alterations to the several buildings, the details of which are now being worked out by the Commanding Officer and the Bureau of Ordnance, can be accomplished.

5. By separate correspondence, the Bureau is requesting the Secretary of the Navy to establish the activity as defined above.

6. The Bureau has made affirmative findings that this project meets the requirements of paragraph 3 (a) to (f), inclusive, reference (b) without exception. The Bureau of Yards and Docks has been consulted and has informally certified that this project meets the requirements of paragraph 3 (g), reference (b) without exception.

7. This project has been reviewed in accordance with the directive of reference (c) and has been screened with a particular view to reduction of critical material and manpower. It is therefore submitted for approval as one which will contribute to the war effort to an important degree.

8. The availability of surplus Army installations which may be suitable for the purpose has been investigated and none are available. No additional naval personnel will be required as a result of this project.

G. F. HUSSEY, JR.
/s/ W. A. Kitts 3rd
W. A. KITTS 3rd
Acting

PLN

CC: CO, NTTR, Montauk
ComThree

110944 01328

F-4

RD3/N1-13
F-5-8/WRD/lh

End--1 on BuOrd ltr to SecNav
dtd 2 Dec. 1944, NP45 (Ad3b),
via BuDocks and CNO.

NP45
Ad3

16 January 1945

To: The Commandant, Third Naval District.

Subj: NTTR Montauk, Long Island, N.Y. - Land acquisition at. (Project No. Ord. 488)

012015 01282

1. In connection with the disestablishment of the Naval Torpedo Testing Range at Montauk, Long Island, New York, the Chief of the Bureau of Ordnance has recommended that that part of the so-called "Industrial Area" outlined in red on Enclosure (A) be acquired in fee for the stowage of inert ordnance material.

2. Before forwarding the project to the Secretary of the Navy for approval, it is necessary that the Bureau have information as to (a) probable land costs, (b) the effect of fee acquisition of the designated portion of the area presently under lease on lease termination and disposal of the remainder of the leased area, including possible severance damage and (c) specific boundary lines of the area to be acquired in fee.

3. The Bureau is obtaining the information as to land costs. Comments and recommendations of the Commandant are requested in connection with (b) and (c) of Paragraph 2. These comments should include a breakdown of the Navy's construction costs in creating the Industrial Area and its appurtenances to show the cost of those structures situated within the area proposed for acquisition in fee simple and the cost of those which would be situated on the lands to be excluded.

4. Expeditious reply with return of all papers is requested in order that this project may be processed in accordance with Reference (a).

By direction of the Chief, BuDocks.

JOHN J. COURTNEY

CC: BuOrd
CO, NTTR
PWO, 3ND
RONY
C-9

F-5

U. S. NAVAL TORPEDO TESTING RANGE
Montauk, Long Island
New York

NP55/L4-3/L5-3
A2f-2993

7 November 1944

To: The Chief of the Bureau of Ordnance
The Chief of the Bureau of Yards and Docks.
Commandant, THIRD Naval District.

Subj: Tentative Dates of Release of Property of the Naval Torpedo Testing Range, Montauk.

1. This Station will be disestablished on 1 March 1945. The tentative schedule of disestablishment has been completed and certain buildings and property can be released before the final disestablishment date. Enclosure (1) lists all buildings or property together with lease numbers if known and dates of release from use by the Testing Range.

2. It is to be noted that the lease for the Montauk Manor property has not yet been completed. The Navy's interests will be protected best if completion of all leases of taking and settlement of restoration costs are completed while officers with a knowledge of the actual condition of buildings and property when taken over are still attached to the Station. Lieutenant Commander Pappin, (C.E.C.), who was resident officer in charge of construction is now on duty in New York at District Headquarters and is therefore available also for consultati

3. Because of the lack of local labor, it is recommended that all restoration work be covered by lump sum cost payment after balancing improvements against cost of restoration.

4. Certain buildings of the Industiral Area are suitable for storage of slow moving surplus material. As a change from the original plan, these buildings are now being considered by the Bureau of Ordnance for possible retention for storage purposes and it is expected that an early decision in this matter will be made. A representative of the Navy Material Redistribution and Disposal Administration has inspected these buildings and it is understood that his report will be submitted to the Commandant in a short time. A representative of the Coast Guard has inspected the Station to ascertain whether or not any property being returned can be used by that Service. It is understood that the Army has appointed a Board to inspect the property in the near future.

5. In order that personnel and equipment may be reduced as rapidly as possibl it will be necessary to release buildings on the dates listed on enclosure (1), and it is therefore urged that action required to return excess property be initiated at once and that leases not yet made be completed as soon as possible.

S/ O. C. HITCHCOCK,
Captain, U.S. Navy,
Commanding

Encl: (1) List of properties.

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COPY

ENCLOSURE (1)

BUILDING	LEASE NUMBER COVERING BUILDING AND LAND ON HAND ONLY	DATE PROPERTY CAN BE RELEASED	COMMENT
Refrigeration Plant	N-30-082-ENG-1939	At once.	Built by Army for joint use. Taken over by Navy when Army forces were reduced. Not used by Navy due to receipt of information relative to disestablishment.
Star Island Barracks and Pier	NOd-2455	14 December 1944	It is recommended that the Pier extension which crosses the Bragg estate be removed to eliminate probable claim for depreciation of property by that estate.
B.O.Q. and adjacent lots	(Main lease not completed (NOy(R)35006 ((2 adjacent lots only)	10 January 1945	This property required large expenditure of funds to make it habitable.
Recreation Building	Not completed	22 February 1945	Old tennis court building converted into Moving Picture Hall and gymnasium and heating plant installed.
Montauk Manor	Not completed	28 February 1945	The servants' quarters, now used as barracks 4, will be vacated prior to 5 January 1945, the new Barracks 3 prior to 2 January 1945, the Dispensary prior to 20 February 1945. The disposal of Barracks 3 and the Dispensary will be the largest job in this area and it is beyond the capacity of the station Maintenance force. Informal information from the owners indicates that they desire the Hotel returned with heat and water in operation. This should be confirmed as it will facilitate reduction in Station force and work. Dates and length of time involved are on file in BuDocks
Golf Club	Not completed	Returned to owners in fall of 1943	

FIG

ENCLOSURE (1)

BUILDING	LEASE NUMBER COVERING BUILDING AND LAND ON HAND ONLY	DATE PROPERTY CAN BE RELEASED	COMMENT
Surf Club	Not completed	Returned to owners in fall of 1943	Dates and length of time involved are on file in Bureau of Yards and Docks
Hangar Area	Not completed	15 February 1945	Use as storage building being considered.
Roadway to Hangar	(NOy(R)-35906 (NOy(R)-35008	15 February 1945	Should be retained if hangar area is retained.
Industrial Area	(NOy(R)-35005 (NOy(R)-35422	28 February 1945	Use of buildings for storage purposes being studied by BuOrd and ComTHREE. ←

COPY

SecNav

NP45
AD3
FA

FILED

030945 0822

OFFICE OF THE SECRETARY

45–170—U. S. Naval Magazine, Montauk, Long Island, N. Y.—Establishment of

Op13-1D-psp, Serial 141313, 12 4 26, 22 February 1945

ACTION: ALL SHIPS AND STATIONS

1. The facilities for the stowage, issue, and distribution of ordnance material at Montauk, Long Island, are, as of 1 March 1945, established under an officer in charge and designated:

U. S. Naval Magazine,
Montauk, Long Island, N. Y.

This is an activity of the Third Naval District.

2. Bureaus and offices concerned take necessary action.—*SecNav. Ralph A. Bard.*

NP45

MONTAUK BEACH COMPANY, INC.

Montauk, Long Island, New York
207 Shoreland Building
Miami 32, Florida
February 9, 1945

United States Navy
Bureau of Ordnance
Navy Building
Washington, D.C.

Gentlemen:

We have just been advised that the name of the Navy installation at Montauk Point, Long Island, New York, heretofore known as the "Naval Torpedo Testing Range" is being changed to the "Naval Magazine." We respectfully beseech you to give this operation some other name in order to avoid creating anxiety and fears in the minds of people which will unquestionably result from the use of the name "Naval Magazine".

This corporation is the largest holder of real estate on the eastern tip of Long Island, owning over four thousand acres of land, subdivided and unsubdivided. Its primary objective is the development and sale of real estate, and in conjunction therewith, operates a surf club, a golf club, a yacht club and the Montauk Manor Hotel, a 186 room four-story structure leased to the Navy and which overlooks the entire Naval installation on Fort Pond Bay. We are gravely concerned as to the respressive psychological effect that the term "Naval Magazine" will have upon our business. Regardless of the fact that there will apparently be no dangers or hazards as a result of Naval operations at Montauk, it must be admitted that the term "magazine" raises certain fears and apprehensions in the minds of the lay public which unquestionably will have a most devastating effect on the future business of this company, even to the extent of seriously impairing and thwarting the normal seasonal resort business transacted at our Montauk Manor Hotel. We recognize that the public generally is not too well informed on such matters, but it can not be overlooked that such terms as "ammunition dump" and "magazine" convey impressions of potential danger. Fears of another "Black Tom" explosion is too prevalent in the minds of too many people to be lightly dismissed. The existance of an operation known as a "Naval Magazine" will unquestionably have a most injurious effect on the business of this company and in particular, the resort business conducted at our Montauk Manor Hotel which is so situated as to overlook this entire installation.

We urgently request that the Navy Department give this operation some less frightening name.

Yours very truly,

MONTAUK BEACH COMPANY, INC

By _____
Vice President

021445 00071

OFM/gw

F-8

WAR ASSETS ADMINISTRATION
REGION II
P. O. BOX NO. 216
NEW YORK 5, N. Y.

In reply refer to:
RNY-PPM-RM

November 24, 1948

TO: Mr. Marshall L. Godman
Deputy Administrator
Office of Real Property Disposal
Washington 25, D. C.

ATTN: Mr. A. J. Wilson, Director
Property Management Division - PPM-F

FROM: Carl P. Malmstrom
Deputy Regional Director
Office of Real Property Disposal, RNY-PPM-RM

SUBJECT: U. S. Naval Torpedo Testing Range
Montauk, Long Island, N. Y.
N-NY-91

An examination of the Declaration of Surplus dated June 25, 1948, Owning Agency No. 261, covering the subject installation reveals that the Navy declared surplus its interest to three leases covering approximately 44.397 acres of leased land, and betterments in the amount of $3,633,250.00. However, this declaration does not contain any copies of the leases currently in existence, nor does it provide a breakdown or description of the betterments.

The Declaration further goes on to state that the Navy proposes to acquire fee simple title to approximately 44.027 acres which, subsequent to such acquisition, will be declared surplus to War Assets Administration on an Amended Declaration.

On July 26, 1948 a supplemental SPB-5 was issued by the Navy declaring surplus its interest to a lease between the United States of America as lessor, and Goble Aircraft Specialties, Inc. as lessee, embracing approximately 100,000 sq. ft. of space in Building B-2, and certain personalty contained on Exhibit "A" of said lease, at an annual rental of $25,000. Checks received in payment for the space occupied by Goble since August 15, 1948 have been accepted by War Assets Administration and deposited in the suspense account.

Mr. Marshall L. Godman
Subj: U.S. Naval Torpedo Testing Range November 24, 1948

The Navy has since advised this office that an Amended Declaration was forwarded to Washington in August of this year with all necessary documents and attachments required to effect disposal of the property. To date, this amended declaration has not been received by this office.

The Sales Division of this office has recommended that the Declaration dated June 25, 1948 be returned as unacceptable, on the grounds that no disposal can be made until some uncertain future date when the Navy shall have acquired title to the property in question.

Kindly advise whether or not your office will endeavor to acquire the aforementioned Amended Declaration from the Navy, if not already received, so that we may proceed with the acceptance of custody and accountability, and effect disposal of the subject property.

C.DELL ELBA/an

GENERAL SERVICES ADMINISTRATION
War Assets
APPRAISAL DIVISION

Washington, D. C.
October 31, 1949

VALUATION REPORT

PROPERTY IDENTIFICATION: U. S. Naval Torpedo Testing Range
Montauk, Long Island, New York
N-NY-91A

PURPOSE OF THIS REPORT: To establish Fair Value

REFERENCE: Staff Appraisal by Regional Office, dated September 26, 1949

PROPERTY DELINEATION:

This report values the real property of that portion of the facility known as "Area B".

Location. In the town of Montauk, Township of Easthampton at Fort Pond Bay on the north shore of Long Island, New York, approximately 135 miles east of New York City and about six miles west of Montauk Point, the extreme easterly end of Long Island. It is also about twenty miles south, across Long Island Sound, from New London, Connecticut.

Land. 34.715 acres of generally level land owned in fee by the U. S. Government and known as "Area B". It has a frontage of approximately 1,200 lin. ft. on Fort Pond Bay.

Yard Improvements. Roads, railroad spurs, fences, water, sanitary and storm sewer systems, electrical, steam and air distribution systems.

Building and Building Installations. Consist of the following:

7 usable buildings with gross floor area of 235,000 sq. ft. - two of the buildings are leased.
1 boiler house in poor condition.
9 small service structures including a harbor master's building, guard house and signal tower.

This property is not scrambled and is classified Industrial (Code 12).

SUMMARY OF VALUES:

	(1) Actual Cost	(2) Reproduction Cost	(3) Reproduction Cost less Depreciation	(4) Fair Value
Land	$ 43,150	$ 44,400	$ 44,400	
Yard Improvements	449,601*	284,050	191,115	
Buildings	3,159,277*	2,291,017	1,656,125	
Totals	$3,652,028	$2,619,467	$1,891,640	$319,000

* These costs are estimated.

Fair Value reflects a unit price of $1.36 per sq. ft. for the total floor area of 235,000 sq. ft.

SOURCE AND EXPLANATION OF VALUES:

(1) Actual Cost shown in Declaration of Surplus Real Property, Form 82B-5, dated June 29, 1949 as $3,652,028. Details of the breakdown were taken from the Navy Department files by the Regional Office staff.

(2) Reproduction Cost is taken from the appraisal report prepared by the New York Regional Office, dated September 26, 1949.

(3) Reproduction Cost less Depreciation is taken from the appraisal report prepared by the New York Regional Office, dated September 26, 1949.

(4) Fair Value is as shown above.

ANALYSIS

History and Description of Property:

This property, located in a very sparsely populated section near the easterly end of Long Island with little industrial development and labor in the vicinity other than fishing, was leased from the Long Island Railroad Company in 1943 and the Navy Development started.

Approximately 1,500 men were employed at this Naval Station and since the plant was shut down, the facilities both above and below ground have deteriorated. The usable buildings have in general concrete block walls with one exception where wood covered by asbestos board is used. Roofs are generally of wood with built-up roofing, and utilities are adequate. The boiler house facilities are in very poor condition and new boilers with related facilities will be required for heating purposes. Damage to domestic water mains and hydrants render the system partly inoperative. The sewer system will require general repairs and a new pump to place it in operation and the cooling water system is inoperative due to the removal of compressors and related electric equipment. The salt water fire protection system is completely inoperative and will require considerable expense to reactivate the system.

Located on the shore at the south end of the property is a boat maintenance shop housing a marine railway of an estimated 100-ton capacity. At either side of the marine railway is a bulkhead and pier which forms a protective basin. An operating pier of timber construction is approximately 550' in length and 20' wide, an L-Section at the end is 315' long. There are also five finger piers for small boats extending out from the west side of the main pier.

Domestic water is supplied by the Montauk Beach Company, Inc., and electricity by the Long Island Power and Lights Company.

The property was declared surplus by the Navy on April 17, 1946. On October 29, 1946, the Long Island Railroad Company was granted permission by the Navy to use certain land under lease as a right-of-way for the purpose of providing access to a structure known as Fisherman's Pier. As disposal could not be effected until merchantable title had been required, this property on August 7, 1947 was withdrawn from surplus. On June 25, 1948, this property, with the exception of the land, was again declared surplus and the Navy stated its intention to acquire fee simple title to approximately 44.027 acres of land. On July 26, 1948, the Navy issued a supplement to its declaration of June 25, 1948 and declared surplus a lease dated July 16, 1947 and ending July 16, 1952, with the Goble Aircraft Specialties, Inc. embracing approximately 100,000 sq. ft. of space in Building B-2, together with certain personal property located at this site for the storage of surplus airplane engine parts, aircraft supplies and accessories valued at $31,550,791. Goble Aircraft has a contract with Aircraft Component Parts Disposal, War Assets, as agent, for the disposal of this personal property.

On November 18,1948, the declaration of surplus dated June 25, 1948, was amended to decrease the leased acreage from 44.397 acres to 44.35 acres. On June 9, 1949, the Navy amended and revised its declaration of June 25, 1948 to declare surplus its interest in 34.715 acres of land, the fee simple title to which was acquired by Declaration of Taking dated April 19, 1949. This land acquisition was subject to the right of the Long Island Railroad Company to use the existing water distribution system located under a certain Parcel [illegible]. On June 29, 1949, a further amendment to declaration deleted certain buildings costing $24,372. These buildings had been either demolished by storms or sold and removed from the site.

Lease:

This lease, annual rent is $25,000, can be terminated by the Lessee on 30 days' notice and by the Secretary of the Navy at will. In supplement of June 25, 1948, permission was granted St. Mary's Welfare Society the right to cross this property to reach McCalliff's Boys Camp and a revocable permit granting the Long Island Railroad Company access to Fisherman's Pier.

FUTURE USE:

The Village of Montauk, located near this project, is a very small community of several hundred people and the countryside is peopled by summer visitors. Labor is largely engaged in the fishing industry and there is not sufficient other labor for any good-sized industrial enterprise. The construction and location of the various buildings indicate that the best utilization of this property would be for processing, packaging, and warehousing in combination with the repair and storage of small boats.

ANALYSIS OF APPRAISAL

The findings in this report are those of the Chief of the Appraisal Division, New York Regional Office as shown in the staff appraisal report.

The valuation report has been reviewed in the Appraisal Division, Washington Office, and has been fully discussed with the appraiser who is thoroughly familiar with the characteristics, attributes and factors affecting its value. These factors include a knowledge of the condition of the buildings, improvements, underground and overhead utilities and the cost of putting these facilities in a condition suitable for use. The valuation is considered reasonable and has been adopted as the estimate of the Appraisal Division.

There is some question as to the value of the riparian rights which in turn, affect the value of this property. In order that the marine facilities may be developed to the utmost, it is believed that a grant will have to be obtained from the State of New York for the development of approximately three acres of submerged lands.

CONCLUSION:

It is recommended that Fair Value be established at THREE HUNDRED NINETEEN THOUSAND DOLLARS ($319,000).

James Wilmot

JAMES WILMOT
Industrial Engineer

Frank H. Weller

FRANK H. WELLER
Industrial Engineer

RECOMMENDED:

A. A. Dibble

A. A. DIBBLE
Chief, Industrial Branch

APPROVED:

James E. McCormack

JAMES E. McCORMACK
Director, Appraisal Division

44-1100—Naval Mine Depot, New London, and Naval Net Depot, New London—Disestablishment of

Op13-1D-mms, Serial 354418, 28 September 1944

ACTION: ALL SHIPS AND STATIONS

1. The following activities are disestablished as of 15 January 1945:

U. S. Naval Mine Depot,
New London, Connecticut.

U. S. Naval Net Depot,
New London, Connecticut.

2. Bureaus and offices concerned take necessary action.—*SecNav. Ralph A. Bard.*

44-1101—Naval Torpedo Testing Range, Montauk, Long Island—Disestablishment of

Op13-1D-mms, Serial 354513, 28 September 1944

ACTION: ALL SHIPS AND STATIONS

(Ref.: (a) SecNav ltr. Op13C-jc. serial 3313, of 19 Jan. 1943; N. D. Bul. Cum. Ed. 1943, 43-211a, p. 9.)

1. The U. S. Naval Torpedo Testing Range, Montauk, Long Island, New York, established by reference (a), is disestablished as of 1 March 1945.

2. Bureaus and offices concerned take necessary action.—*SecNav. Ralph A. Bard.*

44-1102—U. S. Naval Air Facility, Great Exuma, Bahamas—Redesignation of

RESTRICTED. Op13-1D-mms, Serial 354613, 28 September 1944

ACTION: ALL SHIPS AND STATIONS

(Ref.: (a) SecNav ltr. Op13C-hc, serial 136213, of 13 May 1944; N. D. Bul. of 15 May 1944, 44-527.)

1. The U. S. Naval Air Facility, Great Exuma, Bahamas, redesignated by reference (a), is hereby redesignated:

U. S. Naval Auxiliary Air Facility,
Great Exuma, Bahamas.

2. Bureaus and offices concerned take necessary action.—*SecNav. Ralph A. Bard.*

44-1103—Standard Navy Distribution List

EXOS:AO(Pub)WBW: gb, 12 September 1944

ACTION: ALL SHIPS AND STATIONS

(Ref.: (a) SecNav ltr. 42-151; N. D. Bul. Cum. Ed. 1943, p. 40.
(b) SecNav ltr. 42-2006; N. D. Bul. Cum. Ed. 1943, p. 64.
(c) OpNav ltr. 44-989; N. D. Bul. of 31 Aug. 1944.
(d) OpNav ltr. C44-107; N. D. Conf. Bul. of 15 Sept. 1944.)

1. Reference (a) is canceled and superseded by this letter.

2. Responsibility for policies regarding the maintenance of correct mailing lists and for the publication and distribution of the Standard Navy Distribu-

ND3/N1-13
C33-72-Mo
F-8-1A/wrw/md

BUDOCKS End-3 on BuOrd ltr NP45(Ad-3b) to SecNav via BuDocks and CNO dtd 2 Dec 1944.

FEB 27 1945

To: Chief of the Bureau of Ordnance.

Subj: Naval Torpedo Testing Range, Montauk, Long Island, New York - Land Acquisition at.

Ref: (k) BuOrd End-2 NP45 (Ad3b) to BuDocks dtd 18 Jan 45.

Encls: (H) Original of ref (k).
(HX) → (I) Map entitled "USN Torpedo Testing Range, Montauk, L.I., N.Y." dtd 30 Jun 43.
(J) Map entitled "Property to be Conveyed by Long Island Railroad Company" dtd 5 Jan 45.

1. Because of the rather complex real estate problems involved at this station, this Bureau requested the Commandant, THIRD Naval District, by first endorsement, to furnish certain information in order that a thorough study of this acquisition could be made. The recommendations of the Commandant are set forth in the second endorsement and the land recommended for purchase is outlined in red on enclosure (C).

2. For convenience of discussion, this Bureau has prepared enclosure (I) and assigned a temporary parcel number to each tract of land to be discussed. This Bureau desires to present the following facts with recommendations:

Parcel No. 1 known as the Industrial Area:

The Chief of the Bureau of Ordnance recommended the purchase of that part of Parcel No. 1 which is cross-hatched in red and the Commandant, THIRD Naval District, recommended that Parcels Nos. 2 and 3 be included in the taking. This Bureau recommends that areas outlined by the Bureau of Ordnance be extended to include the outboard area. Inclusion of this additional land will not greatly increase the cost since it is believed that if the inboard and outboard areas are separated there will be considerable severance damage. It is believed that the inclusion of the outboard area will greatly increase the salability of the property at such time as the Government desires to dispose of it. It is true that the inclusion of this additional area will include improvements which will have a tendency to increase the annual maintenance cost; however, this cost should be minor for the first few years. The improvements located in the inboard area cost approximately $2,601,400.00 and those of the outboard area, $886,900.00. There has already

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C55-79-No
F-E-1A/vrw/md

Subj: Naval Torpedo Testing Range, Montauk, Long Island, New York - Land Acquisition at.

- -

been a definite need established for some of the improvements located on the outboard area. The Army (see enclosure (F)) has requested permission to use the torpedo loading docks and loading cranes. This request is being handled by separate correspondence along with the transfer of the Section Base on Star Island. Enclosure (G) indicates the interest of one private individual in acquiring the boat maintenance shop, marine railroad and pier for $20,000. All of the improvements on Parcel No. 1 are located on lands owned by the Long Island Railroad Company and now under lease to the Government. An informal discussion has been had with the real estate agent of this railroad, who advised that the property had recently been inspected and that they would demand that all the improvements placed on the land by the Government must be removed at the time the lease is terminated. This would preclude any idea of selling these improvements to another party except for salvage value. The Long Island Railroad Company has been sounded out as to their attitude towards the Government acquiring the land, and it was found to be very favorable. They were requested to prepare a map outlining the lands which they would be willing to sell to the Government. Enclosure (J) is a map prepared by them as a result of this request.

Parcel No. 2: ←

This Bureau does not recommend the acquisition of this parcel since it includes the Long Island Railroad pier. This pier is not in good condition and would in the very near future require considerable repairs and maintenance costs. This is the only pier the railroad has in this vicinity and its taking might greatly increase the cost of the acquisition.

Parcel No. 3: ←

The Commandant in paragraph 4 of the second endorsement questions whether the incinerator would be of any value to the Naval Magazine due to the small complement proposed. The construction cost of this incinerator by the Government was $24,500. This Bureau does not recommend acquiring the fee title to the land, but recommends acquiring temporary use of the land upon which it is located and the right of ingress and egress thereto. This would give the Government the right

to use the incinerator for the present, and the cost of the acquisition of this temporary use should be rather nominal.

Parcel No. 4:

The lands recommended for purchase by the Chief of the Bureau of Ordnance excludes those lands upon which the only septic tank and disposal field serving the station are located. This Bureau recommends that the minimum amount of land, including access, be acquired to include these facilities. This area should be held to approximately four (4) acres of rather cheap land.

Parcels Nos. 5, 6 and 7: (AREA A, PARCEL (5))

The title to Parcel No. 5 is already in the United States. It is served by a railroad; however, there is no public highway leading to the site. The Government has constructed a two-lane highway leading from the Industrial Area (Parcel No. 1) to this parcel. The road is designated as Parcel No. 7. This Bureau recommends that this road and powerline right-of-way, which contains approximately five and one-half (5½) acres, be acquired by perpetual easement. The acquisition of this right-of-way will greatly enhance the value of the present Government-owned land. It is further recommended that when title to the easement is vested in the United States that an effort be made to convey all of the Government's right, title and interest in the road to either the State or County in order that it may be designated as a public road. There are a number of private ownerships along this road which it would serve. The transferring of the Government's interest would eliminate the necessity of the Government maintaining the road. Without a survey of the field, it cannot be definitely determined if the water tank serving the seaplane hangar is located on Parcel No. 5. However, it is believed that it is located on adjacent land which is under lease by the Government. If a survey determines that this tank is located on leased land, it is the recommendation of this Bureau that a triangular piece of land designated as Parcel No. 6 be acquired in fee. This should not involve the acquisition of more than two and one-half (2½) acres of rough wooded land.

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033-79-MO
F-5-1A/SRW/md

Subj: Naval Torpedo Testing Range, Montauk, Long Island, New York - Land Acquisition at.

3. By the second endorsement of reference (k), the Chief of the Bureau of Ordnance recommended the acquisition of quarters "A" either by lease or in fee. This Bureau does not recommend acquiring the fee title to this property. The property is under lease at the present time at an annual consideration of $1100.00.

4. It is the opinion of this Bureau that acquiring the property substantially as recommended above is to the best interest of the Government. It involves the acquiring of approximately forty-three (43) acres of land in fee and five and one-half (5½) acres by easement. It is estimated that the total cost should not exceed $50,000. The Bureau of Ordnance is requested to submit all comments and recommendations and to indicate the appropriation chargeable.

5. Return of all papers is requested.

(FILED)

E. L. Marshall
Acting
Assistant to Chief of Bureau
By direction

7/10/45

cc: ComThree
CO NTTR Montauk, L.I., N.Y.

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- 4 -

F-12

N. Ord. 6

IN REPLY ADDRESS
BUREAU OF ORDNANCE, NAVY DEPARTMENT
AND REFER TO No.

FILMED

NAVY DEPARTMENT
BUREAU OF ORDNANCE
WASHINGTON, D. C.

(Mn)

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

M E M O R A N D U M

23 February 1945

From: Mn
To: ~~A~~
Via:

NP45 Mn
A
FA

Subject: Use Of Montauk For Repair And Reconditioning Of Ordnance Material.

0229.5 0222

1. The Naval Inspector General makes the following comment in his report File 0208 dated 23 January 1945:

(x) In order to keep personnel usefully employed, this activity should be required to undertake repair and reconditioning of ordnance material as well as the storage of same.

2. Consideration has been given to this but so far we have had no intention of using Montauk for any extensive repair and reconditioning because:

(a) We have Maspeth for this work and will also have NOPs eventually for repair work.
(b) We did not want to build up a complement at Montauk for this work as long as we have Maspeth.
(c) Montauk is not well located from a transportation standpoint for material which would have to be shipped in for overhaul and then shipped to some other place for storage.

3. There is every intention of keeping the complement at Montauk as small as possible and to reduce it as the buildings become full and material is properly recorded. If there are times when this complement can not be kept busy storing material and preserving that already stored, then we will give them a small amount of repair and reconditioning work.

E. M. CHOUCH

Copy to:
Mnl

F-13

FILED

ND3/N1-13
C33-79-Ke
F-8-1A/md

BUDOCKS End-4 on Corps of Engineers, Boston, ltr NEDRR 680.4 (Montauk, L.I.,N.Y.) of 10 Jan 45 to CO NFTR Montauk,L.I.,N.Y.

NP45

MAR 2 1945

To: Chief of Naval Operations.

Subj: Naval Torpedo Testing Range - Transfer of Leased Premises located on Star Island to the Army and Issuance of Forait to use Torpedo Loading Dock and Cranes thereon, Montauk, Long Island, New York.

1. The Corps of Engineers, New England Division, has recommended that arrangements be made for the transfer of leases covering the Naval Section Base on Star Island to the War Department. It is further recommended that the War Department be given a permit for the use of the torpedo loading dock and loading cranes located thereon at the subject station.

2. The Commandant, Third Naval District, does not interpose any objections and the Chief of the Bureau of Ordnance indicates that there is no further need for the facilities at this time. However, the Chief of the Bureau of Ordnance recommends that the permit for the use of the loading dock and cranes be made subject to the understanding that the War Department will handle such Navy shipments from the pier as may be required by naval activities in the immediate vicinity and that the facilities be returned to the Navy Department, if required, on thirty-days' notice.

3. This Bureau concurs in the transfer of the Section Base located on Star Island since it will relieve this Department of rather extensive restoration costs. Under separate correspondence it is being recommended that the lands upon which the loading dock is located be acquired in fee. It is recommended that the Army be given the right to use this dock and cranes subject to the restrictions set forth by the Chief of the Bureau of Ordnance. If the acquisition of land upon which this dock is located is approved, a permit should be issued to the Army; if not, the necessary action should be taken to transfer the present lease to the Army.

4. Return of all papers is requested.

E. L. Marshall
Acting
Assistant to Chief of Bureau
By direction

cc: ComThree
BuOrd
CO NFTR Montauk,L.I.,N.Y.

030345 0211

F-14

LL 207

HEADQUARTERS, FIRST UNITED STATES ARMY
GOVERNORS ISLAND, NEW YORK 4, NEW YORK
Information Section

16 January 1958

Mrs. Robert Cheney
East Hampton Free Library
East Hampton, L.I., New York

Dear Mrs. Cheney:

After many months of research, most of it fruitless, this section has proceeded to prepare the following feature story concerning eight of the old military installations at the eastern end of Long Island. As you know, our plan was to prepare an article on each of the posts separately, however, this became impossible as it became evident that the facts could never be assembled. The resulting release, although longer than originally planned, contains all of the information we have been able to muster.

Your very kind loan of the booklet was invaluable to us. Of all the research materials we had recourse to, it was the most helpful, and most accessible. We are extremely grateful to you for letting us use it for such a long time.

The release itself has not as yet been sent to any newspapers or magazines. We are awaiting the arrival of three very valuable pictures from a museum in New York City. These pictures will be reproduced and included in the release, along with an overlay type map of the area discussed. The East Hampton newspaper will get a copy of the article and the pictures as soon as they are ready. The copies we are sending you are, in effect, advance copies.

Again, thank you for your help, and for the trust in us. If we may be of any service to you at any time please do not hesitate to call upon us.

Very truly yours,

Shelton Stern

PFC SHELTON STERN
News Division
Information Section

F-15

LL 207

HEADQUARTERS FIRST U.S. ARMY
Information Section, Bldg. A-6
Governors Island, New York 4, N.Y.
Tel: WHitehall 4-7700, Ext. 5136

14 January 1958

RELEASE NO. 15-58

FOR IMMEDIATE RELEASE

LONG ISLAND'S EASTERN SHIELD

GOVERNORS ISLAND, N.Y., 14 January....About 120 miles long, with an area of 1723 square miles, Long Island, New York, has played a vital historical role as one of America's most heavily defended areas.

Geography has placed Long Island in a position of importance for three metropolitan areas in three states. Ever since New York, New Haven and Providence became important to this country, Long Island and its smaller islands have become militarily important to the three cities.

In the outer ring of an elaborate defense system around these three cities were eight military installations which have been vital cogs in the wheels of the American defense effort, and a key to the changing weapons and missions in the U.S. defense pattern.

Reading from north to south these installations were rich in history, tradition and legend, and yet often unknown to the residents of the area. In the north, Fort Mansfield, in Rhode Island, was 60 acres in size. Fort Trumbull, Connecticut, had an area of 13 acres, 2 rods, 27 poles and 2 links according to the records. Fort Michie, on Great Gull Island, had an area of only 10 acres. Fort H.G. Wright, the "mother" for most of these posts had a total area of 334 acres-most of Fishers Island. Fort Terry, on Plum Island, was the largest of the eight posts, totaling 797 acres. Fort Tyler, on Gardiners Point totals about 14 acres. Camp Wikoff, which was in the Fort Pond area, had the shortest life, but brief national fame. Camp Hero, on the south shore of Long Island at Montauk Point was the most mysterious, the most recently active post and the most heavily camouflaged.

Fort Mansfield, situated on Napantree Point, near Watch Hill, Rhode Island, was part of an original coastal defense network of Long Island and Long Island Sound. Named in honor of Major General J.F. Mansfield, a veteran of the War with Mexico and the Civil War, the fort was built during the period of public concern preceding the Spanish-American War of 1898. Recognizing the importance of coastal defense guns at this point the federal government maintained the fort. In the early years of the First World War the Army sent Fort Mansfield the largest coastal defense guns it had.

After World War I, the federal government relaxed some of the vigil along the coasts, and Fort Mansfield was authorized for sale on March 4, 1923.

MORE

LONG ISLAND'S EASTERN SHIELD
TAKE TWO

Fort Trumbull, of the acres, rods, poles and links was originally surveyed and established in 1775 about 1½ miles from New London, Connecticut, at the mouth of the Thames River. Two forts were erected, one on each side of the river, designated as Forts Trumbull and Griswold. They were originally described as blockhouses with embankments. The first military action taken at the fort was in 1778 when the British sent Benedict Arnold sailing into New London Harbor as a means of diverting some of the American forces from the more important campaign in Virginia. The British took Fort Trumbull with ease, and later continued on to take Fort Griswold, killing 120 of the 160 defenders of the post and setting all its buildings on fire.

In 1812 the embankments of Fort Trumbull had worn down to uncared for grassy mounds. The War of 1812 brought about a hasty reactivation of the installation, as well as the assignment of troops there. Although New London was threatened by attack many times, it was never actually invaded, due largely to the strong defense of the harbor offered by Fort Trumbull, which was named after Colonel Jonathan Trumbull, Aide de Camp to General George Washington.

After the War of 1812 Fort Trumbull ran into cycles of activation and disuse. In 1861 the Civil War gave Fort Trumbull renewed importance to the federal government. All casements were readied, new armaments were brought in, the fence surrounding the installation was rebuilt, and Fort Trumbull assumed a role in yet another conflict.

After the Civil War Fort Trumbull was deactivated. In 1910 the federal government turned over the grounds and buildings to the Treasury Department for use by its Revenue-Cutter Service. The military history of Fort Trumbull ended, but the outer defense ring around the three metropolitan areas continued to grow.

Fort Michie on Great Gull Island in Long Island Sound, with 10 acres of land, was one of the smallest installations in the area. As part of the coastal defense system of Long Island Sound, it lay off the northernmost tip of Long Island, with a commanding view of the waters of Block Island and Long Island Sound. It was named after 1st Lt. Dennis M. Michie who was killed at San Juan, Puerto Rico during the Spanish-American War. The military mission of this post was coastal defense.

The land where Fort Michie was erected was purchased in 1803 as a site for a light house. Its geographic importance became evident to the War Department in 1896 and it was taken over as a coastal defense installation. On June 6, 1949 Great Gull Island was conveyed to the American Museum of Natural History, which used the land as part of its public program. Today the island is posted as a bird sanctuary. Among the remains of the old fort still standing are the observation towers, blockhouses, gun emplacements and brick barracks. Also still intact are the underground tunnels which were used as passageways and ammunition storage points.

MORE

LONG ISLAND'S EASTERN SHIELD
TAKE THREE

Fort H.G. Wright on Fischers Island in the Block Island Sound commanded the sound and Gardiners Bay to the south. It was named in honor of Major General Horatio G. Wright, a distinguished Civil War commander and Chief of Army Engineers from 1879-1884. The island has had hundreds of treasure seeking visitors, for legend has it that the notorious Captain Kidd buried booty on Fischers Island. To date no one has found any sign of the treasure.

The strategic importance of the island was first recognized in 1704 when a signal beacon was erected on Prospect Hill. The beacon was designed to warn the city of New London of an enemy attack. In 1898 the federal government purchased a large tract of land on the western end of the island for establishment of coast defense fortifications. The construction of Fort H.G. Wright, which began with the erection of the gun emplacements in 1898, cost the government a total of about 8 million dollars. It became the headquarters of the Coast Defense of Long Island, with Forts Terry, Michie, Trumbull, Mansfield and Tyler as units in the command.

Fort H.G. Wright served as the coast and heavy artillery training center for Army and National Guard Units and West Point Cadets. Of all the installations within the outer ring of metropolitan defenses, Fort H.G. Wright was the most self-sufficient and best organized. The installation was equipped with its own electric power system and telephone system, which was hooked into the "mainland" system. The fort had its own farms and its own transportation system.

In 1949 Fort H.G. Wright was termed inactive and was authorized for sale. To date this valuable piece of property has not been sold.

Fort Terry, on Plum Island, was much bigger than the other "shield" installations. Established in 1898 and named in honor of Major General Alfred H. Terry who commanded Union forces during the Civil War, the post was garrisoned by the Coast Artillery from the date of its activation. During the summer months units sent to Fort H.G. Wright were sent in turn to Fort Terry for supplementary training in the technique of Coastal Defense operations.

At the end of World War II Fort Terry was inactivated, and was maintained only by a small caretaking detachment from Fort H.G. Wright. It remained on this semi-active status until after World War II when all military personnel were withdrawn from the post and it was left in the hands of a few civilian caretakers. In 1952, however, the Army Chemical Corps took posession of the facilities and utilized them for research and testing purposes. In July of 1954 the Army turned over all its facilities to the Department of Agriculture, which had contracted to take control of the rest of the island at the same time. The multi-million dollar Animal Disease Laboratory of the Department of Agriculture now occupies all of Fischers Island.

MORE

LONG ISLAND'S EASTERN SHIELD
TAKE FOUR

Fort Tyler, situated on Gardiners Point, Gardiners Island, was erected on land originally purchased for a light house, but later abandoned. Lying within the waters of Block Island Sound, Fort Tyler commands all of the waters of Little and Great Peconic Bays. Forts Mansfield, Trumbull, Wright and Michie guarded the entrance to Long Island Sound and Fort Tyler guarded the southern segment of the Sound, as well as all the waters of the important bays where Long Island forks into two branches.

At the end of World War I the installation became excess to the needs of the federal government and was authorized to be sold.

Camp Wikoff, which was located in the Fort Pond area almost opposite Montauk Beach had the shortest life of any of the "shield" installations. It was established in 1898 and immediately named Camp Wikoff in honor of Colonel Charles A. Wikoff who was killed at Santiago, Cuba. Camp Wikoff was set up to be the receiving point for troops returning from the campaigns of the Spanish-American War. Over 29,500 soldiers returned from Cuba, Puerto Rico and Florida and were quartered at Camp Wikoff until they could pass quarantine. Many of the returning soldiers had Yellow and Typhoid Fever and were put into detention camps of hastily erected tents. Doctors and nurses did heroic work under difficult conditions created by the great volume of returning soldiers. Of the 29,500 camped there, only 263 men were lost despite the high rate of tropical fever and infection. Teddy Roosevelt and his Rough Riders debarked from their ships at Camp Wikoff. When the flood of returning soldiers lessened Camp Wikoff was inactivated, and has never been reopened. Today a dude ranch occupies the old site.

Camp Hero was established in 1942. It is the newest of all installations in the "shield" and remained active until 1947. Residents of the eastern end of Long Island knew little about the camp, except it was named for Major General Andrew Hero, Jr., and some huge coastal defense guns had been moved into it.

The movement of the guns was a huge problem for the Army, the Long Island Rail Road, and the people of the communities along the way. The guns were originally transported across the rickety Shinnecock Bridge, and later by railroad. The railroad proved to be a slow and unwieldy method, as well as costly, so the Army worked out an arrangement to transport the guns by barge. This also proved to be a slow, dangerous and costly process and was soon given up. The Army finally built its own bridge and the last of the big guns coming to and from Camp Hero thundered across a specially constructed pontoon bridge.

The public knew guns were at Camp Hero, but there was no idea as to the number of troops, the acreage of the camp, and the missions of the installation. The guns boomed periodically during target

MORE

firing exercises. This sealed off many square miles of fishing waters off the southern shore of Long Island, but it also proved to Americans and anyone else concerned that Camp Hero protected the south-eastern tip of Long Island, well out into the Atlantic Ocean and with other forts protected all waterways leading to New York City, Providence and New Haven.

Camp Hero was invisible from the air. Buildings could be seen in any aerial photograph, but they gave the appearance of a typical Long Island or New England village rather than a fort. From offshore an observer could see a row of summer homes along the coast, with wide, white, sandy beaches stretching down to the waterfront. Today these buildings are residences, but in the days of World War II the buildings belonged to Camp Hero, and were equipped with heavy armaments poking out through carefully camouflaged gunports.

In 1947 Camp Hero was placed on an inactive status, but in 1951 it was reactivated as a sub-installation under the command of Army Anti-Aircraft Artillery. Heavy guns were returned to the post, and once again Camp Hero took on a mission in the U.S. Army defense perimeter around Long Island. In 1957 "Operation Changeover", the deactivation of all U.S. Army AAA gun batteries in the New York metropolitan area hit Camp Hero, and the guns were moved out. A spokesman for the Army stated that the removal of the guns did not necessarily spell an end to Camp Hero. The location of the installation is still considered highly strategic. On December 5, 1957 the last Army personnel left the installation.

The mention of Nike Hercules and other guided missiles is the keyword of a new era for the eastern "shield around the metropolitan areas. The guided missiles have taken the role of coastal defense and anti-aircraft defense away from the eight forts which at one time formed Long Island's eastern shield. Today missile sites are located on Long Island, but are closer to the cities they defend. Unfriendly craft, however, can still be engaged and stopped far off the eastern tip of Long Island, where the old forts once defended the shores. A new age has come to Long Island, the "shield" has been tightened into one far reaching circle around one of this country's strategic areas. Since 1775 when the nation first strived for independence Long Island has been a key military base and has been recognized as such by generations of military leaders. The old forts which formed the eastern "shield" belonged to one era, the guided missiles which today are capable of flying above the sites of these old forts belong to another era.

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GENERAL SERVICES ADMINISTRATION

WAR ASSETS

REGION 2

40 WALL STREET

NEW YORK CITY

STAFF APPRAISAL

U. S. NAVAL TORPEDO TESTING RANGE
AREA "B"
MONTAUK, LONG ISLAND, N. Y.
261 N-NY-91a

Date - September 26, 1949

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GENERAL SERVICES ADMINISTRATION
WAR ASSETS
Office of Real Property Disposal
Appraisal Division
New York, New York

September 26, 1949

APPRAISAL REPORT

FACILITY

U. S. Naval Torpedo Testing Range, Montauk, Long Island, N. Y.

LOCUS

The subject facility is located near the eastern end of Long Island, in Montauk, Township of Easthampton, Suffolk County, N. Y., approximately 135 miles east of New York City and about 20 miles south of New London, Connecticut, across Long Island Sound.
(See Location Map - Exhibit #2.)

The Village of Montauk, as well as the surrounding territory, is sparsely settled, with practically no industrial or commercial development. Under normal conditions the primary activity of the community is catering to summer resorters and fishermen who visit the area. Some commercial fishing is carried on but by individuals on a small scale. The Montauk Sand and Gravel Company was active in the past and furnished a great deal of the aggregates for use in and around Montauk. The materials were obtained from Fort Pond Bay, west of the subject property. However, this is now dormant because of long haulage to points west of Montauk.

Year-round population is meager and is insufficient to provide adequate labor for any large industrial or commercial purposes.

HISTORY

The subject property - approximately 45 Acres - was leased from the Long Island Railroad Co. in 1943 and the Naval facility developed thereon, with improvements consisting of buildings, roadways, utilities, pier, RR sidings, marine railway, etc.

In June of 1948 the entire facility was declared surplus to the needs of the Government and turned over to War Assets Administration for disposal. Subsequent to that, in June of 1949, the Navy acquired possession of that portion of the leasehold known as "Area B", consisting of 34.715 Acres, by a Declaration of Taking, at a cost of $43,150 - or about $1240 per Acre.

It is this land, acquired by condemnation, together with all the Government improvements thereon, that is the subject of this Appraisal.

DESCRIPTION

1). Land

a) This land consisting of 34.715 Acres is located, as indicated on Plot Plan - Exh. #1, between the L.I.RR tracks and Fort Pond Bay with a frontage of 1200 L. F. ± on the bay.

The Declaration of Taking of Parcels C, D and E, consisting of 32.52, 0.727 and 1.468 acres respectively, gives metes and bounds descriptions of same and contains the following clause:

> "Together with all right, title and interest in and to the submerged lands under Fort Pond Bay - (and Tuthill Pond) - which lies immediately contiguous to Parcel C - (and Parcel E) - and together with the appurtenances thereunto belonging to said Parcel C - (and Parcels D and E)"

Investigation at the U. S. Attorney's Office indicates that the State of New York might be taking exception to the Government's claim of ownership of the submerged land. If the objection were finally sustained it might affect the government constructed improvements below the mean high water line, consisting of a 20' wide x 843' long pier, five smaller finger piers, 25' x 50' timber float, ther marine railway and the basin enclosing same. This would, in turn, affect the fair value of the entire property.

From the limited information available to date, it would seem that some arrangement will have to be made with the State of New York.

b) As will be noted in the "Valuation" portion of this Report, in our opinion, the subject property can best be utilized for two purposes:

I. Warehouse Area

II. Boat Repair and Storage Area

Accordingly, the land area is divided into two sites, as indicated on Plot Plan, Exh. #1, as follows:

The Warehousing Area consisting of 31.0 acres of land with 700 L.F.± of Fort Pond Frontage.

Boat Repair and Storage Area consisting of 3.715 acres of land with a water frontage of 500 L.F.±.

2. Buildings

a) Warehouse Area

B-2 - Torpedo Overhaul Shop - 202' - 5½" x 602' - 5½", 21' eaves. Area - 120,400 S.F., cube - 2,990,000 s.f. One story, cement block building with concrete loading platforms and ramps - sprinkler equipped canopies (frame) extend over part of the platform. Concrete foundations.

2. Buildings (Continued)

B-2 - Torpedo Overhaul Shop (Cont'd)

Floor - 5" reinforced concrete slab. Roof - flat, mill-type, frame construction covered with 4-ply tar and gravel. Interior subdivided into open areas, offices, transformer room, and toilets. Frame and cement block partitions. Bolted timber crane runways. SERVICES: Plumbing, heating (from central plant), ventilation, electrical (4000 V. to 440/220/110 V.) incandescent illumination, sprinkler and alarm system. Present condition - GOOD.

B-3 - Public Works Building

40'-8" x 150'-0", 14' eaves. Area - 6083 s.f. Cube - 92,500 c.f. One-story cement block building. Construction similar to T-2. Services include plumbing, heat and electricity (open knob stube wiring). Condition - FAIR.

B-4 - Firehouse and Garage

40'-8" x 140'-0", 14'-6" eaves, ell (dormitory) 34'-8" x 40'-8", 11'-6" eaves. Area - 7,110, Cube - 114,000 c.f.
One-story cement block building. Construction similar to B-3. Building is subdivided into fire house with hose tower (7'x14'x32' high), sleeping area, and 6-car garage. Services similar to B-3 except for the electric wiring, which is in conduit.

B-5 - Power Plant

This Plant includes the Boiler House, Compressor House and Transformer House, each separated by cement block walls. On the west side of the Boiler House are the coal bunkers which are fed by the coal trestle on the southern side of the plant.

a) Boiler House - 40'-0" x 73'-6"x39' over coal bunker and 32' height over boiler room. Construction similar to B-2. Roof of frame construction, covered with gypsum board and 4-ply felt. Boiler Room houses two Dayton Scotch Marine Boilers - 300 H.P. capacity and one Erie Water Tube Boiler - 150 H.P. capacity with related equipment. All are in very poor condition.

b) Compressor House - 59' x 110' x 11'-7" clear weight. Construction similar to B-2 with the exception of the roof which is framed with seven Howe wood trusses, covered with gypsum board and finished with tar and gravel.

c) Transformer Room - 15'-8" x 31'-4" x 13'-6" high. Similar construction. Roof of 4½" reinforced concrete.

d) Coal Bunker - Reinforced concrete construction. Coal is

B-5 - Power Plant (Continued)

d) Coal Bunker (Cont'd)

fed by conveyors from a crusher pit on south side of building.

e) Coal Trestle, Beam Bridge and Coal Pockets - Two coal pockets are bridged by steel I beams and supported by two concrete abutments and adjacent piers. Railroad track allows unloading of coal into pockets for yard storage or into hopper of crusher of coal handling system to boiler room bunkers.

B-6 - Receiving and Shipping Building

202' - 5½" x 302' - 5½". Side walls 16' - 11½" above floor, end walls - 19' - 0" above floor, eaves 21'. Area - 60,250 s.f. cubage - 1,500,000 c.f. Building is one-story cement block construction (similar to B-2) with loading platforms, and canopies over them on both sides of building. The building area is divided by a cement block fire wall. Roof is of tar and gravel over wood planking. Services include plumbing, electrical, heating (from central plant), ventilation and sprinkler systems. Condition - GOOD.

B-7 - Harbor Masters Building

Main building - 14'-0" x 40'-4"x9'-0" with 6'-10" x 40'-0" porch. Wing: 14'-0" x 23' - 4" x 9'-0". One story, typical cement block construction. Some interior partitions are finished with stucco. Frame roof has celotex insulation board and 4-ply asphalt felt. Services include plumbing, open-wire electrical wiring and heating. Condition of building - POOR.

B-10 - Torpedo House

50' x 192' x 14'. Area - 9,280 s.f. Cubage 261,500 c.f. One-story cement block building of typical construction. It has concrete loading platforms on both sides. Roof is constructed of pitch-type frame trusses covered with gypsum board, asphalt felt and tar and gravel. A cement block vault approx. 10'x12'x9' is built at one corner of the building. Services are typical, electrical wiring is of open knob and tube type. The building is sprinklered. Condition: GOOD.

2. Buildings (Continued)

B-11 Torpedo House

Similar in size and construction as B-10, except that roof sheathing is wood instead of gypsum board. It also lacks toilet facilities and vault. Condition: GOOD.

B-13 - Oil Drum Storage Racks

19'8"x28'-6"x17'-6". Spare - 300 s.f. Capacity 120 drums. The racks comprised of heavy pieces of timber (4"x6' to 4"x10") bolted together. Condition: FAIR. Salvage value only, applicable.

B-14 - Lumber Storehouse

40' x 88' x 16' - 3" open lumber storage shed - of frame construction and roofed. The roof has pitch-type trusses. The Shed is partially sheathed with boards. Condition: FAIR. Salvage value only, applicable.

B-15 - Contractor Shop

32' x 150', Eaves 20', Total 9,600 s.f. Cubage 120,000 c.f. Two-story frame building, similar to 63-man army barrack type. It rests on concrete and cement block foundation, wood floors (with the exception of the toilet and shower areas in which case it is of concrete). Novelty siding. Pitch-type roof with asphalt shingles. Services include plumbing, heating (from central plant) and electrical wiring. Condition - FAIR to POOR. Salvage value only, applicable.

B-16 Guard and Gate House Old L.I.R.R. Depot

Main Building: 27' x 52' with canopy extension of 12'6" x 30'-3". Total area - 2,785 s.f. Cube - 41,145 c.f. Two-story stucco building, originally the Long Island Railroad Station. The lower part of the building was remodelled into a guard house with cell blocks and toilet facilities; the second floor into an officers' dormitory - 2 rooms and toilet. The canopy is supported on wood posts on brick pedestals with one room above. The main building and canopy has a pitch-type roof with dormers. The roof is covered with asphalt shingles. Extension of sidewalk to road forms a concrete apron around the house. Services include electrical wiring, fin-type radiators (heat from central plant - at present heat is supplied by individual stoves) and plumbing. Condition - FAIR.

2. Buildings (Continued)

B-17 - Emergency Generating Station

11' - 10½" x 16' - 0" x 9'-7" high. Area - 190 s.f. Cube - 2,470 c.f. One-story cement block building on concrete footings. Roof is sheathed and covered with asphalt felt.

B-24 - Salt Water Pump House

18'x35' with 15'x18' ell approx. 12'-6" high.
Area - 900 s.f. Cube - 13,000 c.f.
One-story cement block building with concrete floor and frame roof covered with tar and gravel. Concrete foundations for machinery (machines removed). Size of pit is approximately 3'x22'x12'-6" deep. Condition: POOR.

B-31 Signal Tower

13'x13'x20'. Total area - 338 s.f. Cube - 4,400 c.f.
2-story frame building on concrete foundation. Ground floor is of concrete, 2nd floor is wood. At the second floor level is a wood balcony or observation platform with pipe rail and wood flagpole. Novelty siding. Low-hip type roof covered with asphalt shingles. Services include plumbing, electrical wiring, and horizontal pipe (2½") for heating purposes (from central plant). Condition: POOR.

Blacksmith's Shop (not included in SPB-5)

15'x18'x13' Area - 270'
Frame shed on mud sill. Ship-lap board siding, pitch-type roof covered with roll roofing (Part of roof gone). Earth floor. No services. It contains a forge pit with tin hood. Condition: VERY POOR. Salvage Value only.

B-25 - Sewage Pump House (Include in Sewer System).

U.S.Naval Testing Torp.Range
Montauk, L.I., N. Y.
Appr. Rpt.
9/26/49

OPERATING PIER

The Operating Pier, of timber construction, with an L-Section pier head, extends out a distance of approx. 550', the main pier being 528' long x 20' wide and the L-Section pier head being 315' long x 20' wide. On the west side, the main pier has 5 finger piers for small boats, with a timber platform connecting them and steps to the main pier. A 50' x 25' timber flat also for small boat use is located at south side of the L-pier. The north and east faces of the pier are sheathed to form a still basin.

Construction

Pier with L-Section 843' long.
Pier 20' wide for 528' with 45 pipe bents 12'-C-C.
Each bent has 4-bearing piles and 2 batter piles - 2 fender piles.
Decking - 4" x 10" planking on 10 - 6"x12" stringers supported by 2 - 6"x12" clamps bolted to the 4-bearing piles.
Low water clamps - 2 - 3" x 10" x 18'-6."
Elev. Deck - + 7.00 M.L.W.
Pier has two concrete fire stops.
Sheathing - 6" x 12" x 9' - on north and east sides only.
Finger Piers - 5 - for small boats.
Length - 48' - Decking 5' - below main pier deck.
Width - 3'.
Decking 2" plank on 2 - 4" x 12" stringers supported by 2 - 4" x 12" clamps bolted to 5 - 2 pile bents.
Lower water clamps - 2 - 4" x 12" x 5' - 6" long.
Diag. bracing - 2 - 3" x 8".
Platform & stairway to main pier. Platform approx. 150' x 4'.

Float - 50' x 25' x 3'-9" high - Frames 6" x 6" timbers with bottom sides and deck of 3" planking.

Wales, Curb & Chocks

Wales - 4 - 12" x 12"
Chocks- 2 - 8" x 10"
Curbs - 2 - 8" x 8"
Sheathing - 6" x 12"

Operating Pier (Continued)

Pile Record (Pine creosoted)

	No.	Length Ft.	Av. Lgth.	Elev. Cut Off
Bearing	331	17,473	52.8'	± 5.67 & 6.67 to MLW
Batter	101	5,687	56.3'	± 4.67 & " "
Fender	136	6,103	44.8'	± 6.67 & " "
Finger	59	2,895	49.0'	± 4.67 & " "
Float	10	502	50.2'	± 4.67 & " "
Total	637	32,660		

Summary

Lumber

Main Pier	244,650 BM
Finger Piers	15,650 "
Float	17,200 "
Total	277,500 BM

Estimated number bolts - 2100 - 1" x 24"

" " " - 150 - 1" x 36"

Estimated number drift pins - 1500 - $\frac{1}{2}$" x 20"

TANK FARM

The Fuel Area or Farm contains the storage tanks for gasoline, fuel, Diesel and Torpedo Oil, and alcohol. It is located east of and adjacent to the Power Plant.

Fuel & Diesel Oil - Two (2) 25,000 gal. cap. cylindrical reinforced concrete tanks 24' inside diameter, with walls 12" thick and depth inside 8'. Walls reinforced with $\frac{1}{2}$" bars, base with 3/4" bars, and cover with $\frac{1}{2}$" and 3/4" bars. Each tank has two concrete rectangular entrances, (1) 8' x 4' x 4'-4" deep (inside dimensions). 8" walls and plank covers.

Regular Gasoline - One (1) 25,000 gal. cap. steel lined cylindrical reinforced concrete tank, 21' inside diameter inforced conical concrete cover, reinforced with steel bars similar to Fuel & Diesel oil tanks & steel lining of tank 3/8" plate (walls and base).
Tank has two concrete rectangular manhole entrances (1) partly above ground 8' x 4' x 5' high (inside dimensions) & 8" walls and (1) 5' x 3'-4" x 8" walls to ground level. Both have loose plank covers.

Aviation Gasoline - Two (2) 15,000 gal. cap. cylindrical steel tanks 40' long x 8' diameter inside, each laid horizontally on a concrete foundation 40' long x 10' wide and 1'-4" deep with 4 concrete saddles each side of tank. The tank is also strapped to the foundation by 5/8" x 2" steel bands around tank. Each tank has one rectangular concrete manhole entrance 6'-8" x 4'-6" x 4'-8" deep (inside dimensions) and walls 8" thick and plank covers.

One Alcohol Tank - 5,000 gal. capacity cylindrical steel tank 24' long and 6' diameter (inside), laid on a concrete foundation 24' long x 8' wide x 1'-4" deep, with two concrete saddles under each side of tank. Tank is also strapped to foundation with 5/8" x 2" steel bands around tank. Tank has one rectangular concrete manhole entrance 7'-0" x 4'-5" x 4'-8" deep inside dimensions and 8" walls with plank cover.

One Torpedo Oil Tank - 6,600 gal. cap. cylindrical steel tank, 26'-6" long x 6'-6" diameter, laid on a concrete foundation 26'-6" long x 9' wide x 1'4" deep, with two concrete saddles under each side of tank. Tank is also strapped to foundation with 5/8" x 2" steel bands. Tank has two rectangular concrete manhole entrances.

TANK FARM (Continued)

One Torpedo Oil Tank (Cont'd)

1 - 6'-4" x 4'-5" x 5'-2" deep (inside dimensions) and 8" walls and plank covers.

1 - 3'-8" x 3'-8" x 5'-2" deep (inside dimensions) and 8" walls and plank covers.

All tanks are served from tank cars on the elevated track serving the Power House coal bunkers, through underground pipes, some in pipe trenches, pipes to Torpedo Oil & Fuel Oil tanks being carried in concrete trenches with a steam line for heating purposes.

Included with the Tank Farm are:

Meter House - (B-26) - 9'-3" x 7'-5" x 9'-0" high. It is of cement block construction with concrete floor and tar and gravel roof and houses meters for the Tank Farm.

Office - 12'-0 x 24'-0 - frame building of temporary type of construction with novelty siding and pitch type roof.

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UTILITIES

Water.

Domestic water is supplied by the Montauk Beach Co., Inc. through a 12" line from 250,000 gal. reservoir located on hill adjacent to property. This line enters the subject area at the gatehouse through a concrete meter pit (11'-4" x 20'-10"x5'-5' deep), then loops around the facility through 8" and 10" mains. Connection to the buildings is by 2" and 4" pipes, the majority of the service connections are taken from the northwesterly main.

UTILITIES (Continued)

Water (Cont'd)

At the present time, because of damage to the northwesterly main and hydrant, part of the system has been rendered inoperative. Damage to valves within the buildings has further limited the distribution of domestic water.

Sewage

The sewage disposal system consists of pumps, house, septic tank, chlorinator and outfall. It has a designed capacity to service 1,000 persons.

The system utilizes approximately 1280 ft. of 6-inch Cast Iron pipe and 2800 ft. of 4-inch terra cotta (tile) pipe.

The Pump House (B-25) - 10' x 10'-8" x 9' - is a one-story cement block structure having a 16'-6" deep reinforced concrete pit. One of the pumps is missing, the other needs repair.

The sewage is designed to be pumped to the Treatment Plant located on the hilltop (outside of the entrance gate) and consists of septic tank, dosing chamber, disposing field, baffle boards, etc.

The disposal field has been abandoned. A chlorinator, situated at the bottom of the hill, discharges to bay outfall through pipes running along and under the outfitting pier. At present, the entire system is inoperative. To reactivate it would require repairs, the installation of a new pump and repairs to the remaining one.

Storm Sewers

The surface drainage is dispersed by gravity to seepage pits through a series of French drains. It is adequate and operative.

Cooling Water Lines

The cooling service consisted of a series of water lines integrated with the air system. The compressor and turbine pump were located in the Compressor Room (B-5). Since the removal of the compressors and related electrical equipment, the system is inoperative.

UTILITIES (Continued)

Steam and Air Distribution

Steam is distributed by means of an underground trench from Boiler Room to Bldg. B-2 and thence by overhead main running through and between various buildings.

High pressure steam lines between buildings in the industrial area are carried on wooden "A" frames set into concrete bases.

Bases are 6'-6" long x 1'-8" wide and approx. 4'-0" deep and contain on an average approx. 1½ cu. yds. of concrete.

The "A" frames are constructed with 8" x 8" legs varying in length from 19'-0" to 25'-6" and set into the concrete bases to a depth of 4'-0".

At the base the legs are spread approx. 5'-0" apart c-c and at the top cross bars supporting the steam pipe, 2'-6" apart.

Each frame has two 2" x 6" diagonal braces approx. 11'-6" long. Two 2" x 8" cross bars on each frame support the 2" x 12" block on which the pipe rests.

At road crossings from the Torpedo Overhaul Shop to the Receiving and Supply Bldg., Firehouse and Garage, Public Works Bldg. and Administration Bldg., the "A" frame legs are extended 4'-0" above center of the steam pipe and capped with two 2" x 6" timbers. A 2" x 12" longitudinal timber each side of frame with cross piece under the pipe, add support between frames where span is great or pipe is large, these stringers being attached between frames to suspension cables running over the caps on the extended "A" frame legs. Cross bracing between the 2" x 12" stringers are 2" x 12" and some bases steel angles.

The steam mains vary in size from 2" to 6" diam. and are wrapped with cellular asbestos covering.

There are a total of 62 "A" frames supporting approx. 1255 lin. ft. of pipe.

These elevated lines extend from the Torpedo Overhaul Shop to the Receiving and Supply Bldg., Torpedo Storage Warehouses, Boat Maintenance Shop, Harbor Master's Bldg., Firehouse and Garage, Public Works and Administration Bldgs.

Air

Distributed by way of air pipe in underground trenches to various buildings where needed.

Electrical

The Long Island Power and Light Co. supplies the electricity for the subject property (4160/120/240 voltage, 60 cycles, 3 phase). It is distributed through an overhead system consisting of 45 poles and 29 transformers for illumination and power. The total length of the distribution line approximates 4100'. Sub-stations are located in some of the buildings. Although some of the transformers have been removed, the system can be readily activated for illumination and power.

Fire Protection Mains

The fire protection system consisted of salt water lines, pump house and hydrants. Since all the pumping equipment has been removed from the pump house and the lines and pipes are in need of repair, the system is completely inoperative. It would require considerable expense to re-activate the system.

LEASEHOLD IMPROVEMENTS

Roads

There are approximately 26,000 sq. yds. of concrete roads in subject property. The master joints need refilling - otherwise, the roads are in good condition.

Trackage

Approximately 7800 lin. ft. of 2 track-standard gauge services the main buildings on the property. The condition of the track is good.

Fence

The property is enclosed by approximately 5592 lin. ft. - 10' high of "Cyclone" chain link fence. Condition: Good.

Grading

The property has been properly graded to an even elevation with the exception of the area around the Boat Maintenance Building.

2. Buildings (Continued)

b. Boat Maintenance and Storage Area

B-8 - Boat Maintenance Shop -- A one-story building for the repair and storage of boats with two lean-tos, one on each side.

Main building is 136'-4" long x 122'-6" wide and 32' high from the floor to the lower chord of the bowstring type roof trusses, the total height to roof on upper chord of truss being 50' above the concrete floor. Floor area, 18640 s. f.

The two lean-tos are each 134'-4" long x 20' wide and height from floor to roof is approx. 15'.

The foundations for the main building and the 9 roof trusses consist of 25 concrete piers and a concrete gravity wall at the north end of the bldg. There are 18 piers on the east and west sides supporting the roof trusses and 7 piers supporting the south wall of the building. These piers vary somewhat in size. The piers supporting the trusses are 9' high above their concrete footings, with bases approx. 5'-3" x 7' with tops 21" x 29" and footings 6' x 8' x 24" deep. These supporting south side of bldg. are somewhat smaller in sections. The gravity wall supporting north side of bldg. is approx. 12' high with a base 6'-0" wide and top 12". The piers have no reinforcement, but some steel is used in gravity and Marine Railway walls.

The lean-tos have concrete walls 8" thick on concrete footings 16" wide x 15" deep.
The floors of the lean-tos are concrete 6" thick reinforced with wire mesh 6" x 6" x #6.
The floor of the main building is 7" thick reinforced with 3/8" Ø bars spaced 12" on centers one way and 18" the other.

The Marine Railway occupies the center of the bldg., with retaining walls on each side extending to the block supporting the motor winch used for hauling out the boat cradle. This winch was at the south end of the bldg. and the track occupies a space approx. 88' long x 28' wide from the north end of the bldg. to the winch block. These walls are also gravity type. The winch has been disposed of.

The roof of the main bldg. is supported on 9 laminated wood arches. These arches are supported on 18 - 16" x 24" timber posts 32' high from floor level. The posts rest on the 18 concrete piers described above. The roof itself is covered with 1½" gypsum board on 2" x 12" purlins, on 24" centers, nailed to top chord of the trusses. The gypsum board is covered with two layers of 15# Ruberoid Asphalt Felt and one layer of "sis" paper, slagged.

b. Boat Maintenance and Storage Area (Continued)

Roofs of lean-tos have 1½" gypsum bd. over 2" x 10" rafters and covered with Ruberoid Asphalt Felt.

The trusses have a span of 120' and a rise of 17'. The lower chord being 10" wide x 12" deep and upper chord 9½" wide x 2'-10" deep. The vertical struts are 4" x 10" timbers. The trusses are tied together with both longitudinal and diagonal bracing.
The outside of both the main bldg. and lean-tos are sheathed with 3/4" boards and covered with 1/4" asbestos boards. The lean-tos have walls and ceilings and partitions covered with gypsum board.

Windows - each lean-to has 37-3'-4" x 7'7" exterior windows and 24-3'-4" x 3'-9" interior window.

The main building has (above lean-tos) 30 - 3'-4" x 7'-7" windows each side and 18 - same size, on south wall.

Doors - South side (entrance) - 4 - 3'9" x 12' high folding and sliding type.

North side - 2 - 14'-10" x 31' high, rolling on 25# rail at base and sliding on metal guides at top. These large doors on North side cover the Marine Railway entrance to building.

Condition - FAIR.

MARINE RAILWAY

Railway extends from 1st pile bent at motor block in Boat Maintenance Shop out 424 feet to the last pile bent.
Gauge - 10'.
Rails - 50# per yard.
Each rail fastened by 2-6" x 14" stringers, resting on 12" x 12" x 5' pile caps. Each cap drift bolted to top of 2 piles.
46 pile bents 25 on 8' centers, 12 on 10' centers and 9 on 12' centers. Are 4 piles each bent.

MARINE RAILWAY (Continued)

Chain trough in sections approximately 16' long and 2'-8" wide in center between rails supported on 6" x 8" cross timbers.
Total length sections 227' - 6"
Grade track 7/8" to ft. = 7.29%
Elevation outer end rail - 23.71 M.H.W.
Elevation rail at motor block ± 7.21 (approx.)
Cradle - 77'-6" long x 28' wide.
Transfer carriage 39' long x 9' wide.
Winch has been removed as well as one transfer carriage.
Condition - FAIR.

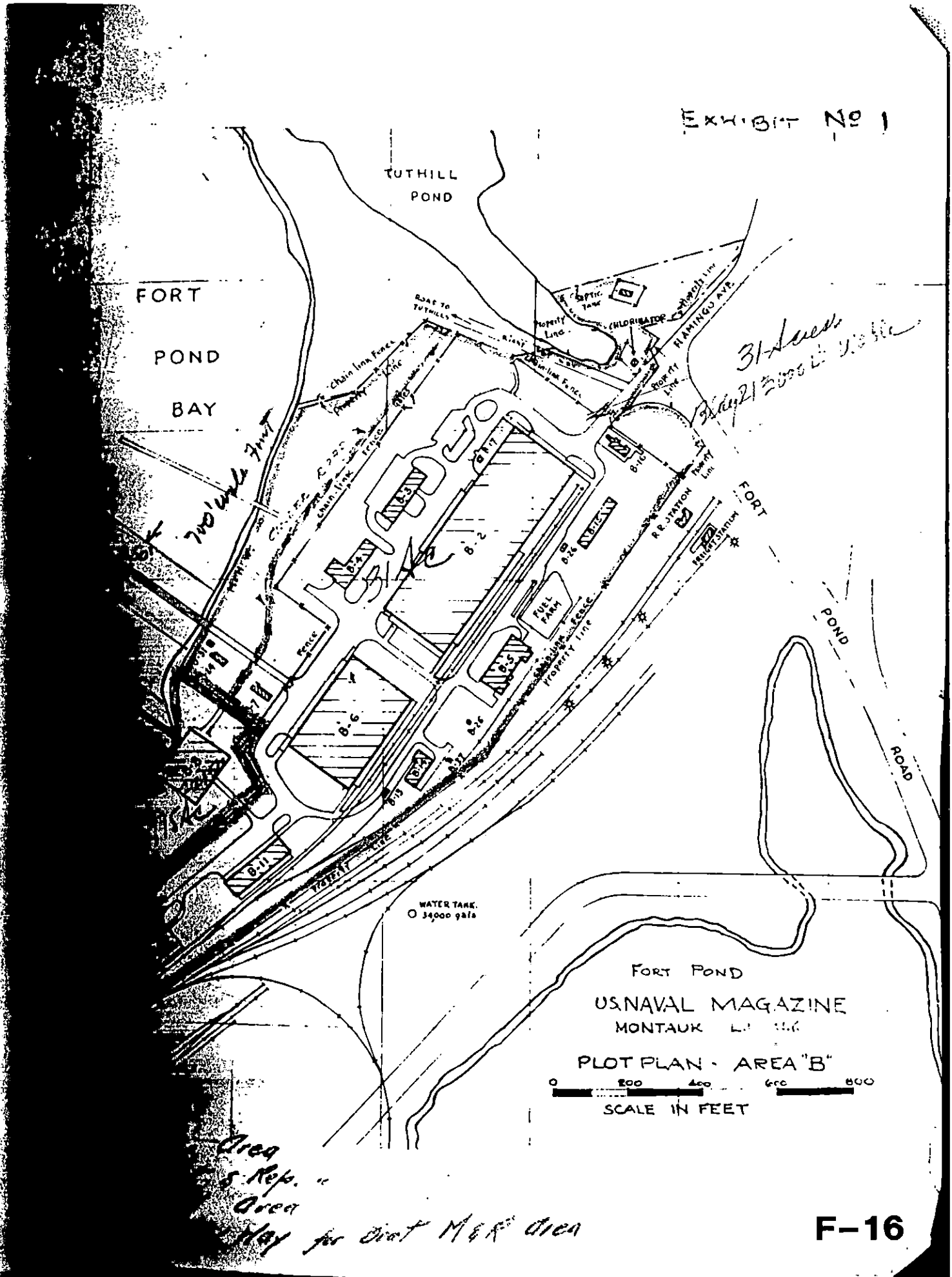
BASIN

Extending on either side of the marine railway, is a bulk-head and pier forming a protective basin at the entrance of the shop, covering an approximate area of 13,500 sq. ft. The bulk-head is constructed with interlocking steel sheet piling, whereas the pier is of timber construction and approximately 20' wide by 150' long. The present formation of sand bars at the entrance of the basin limits its use.

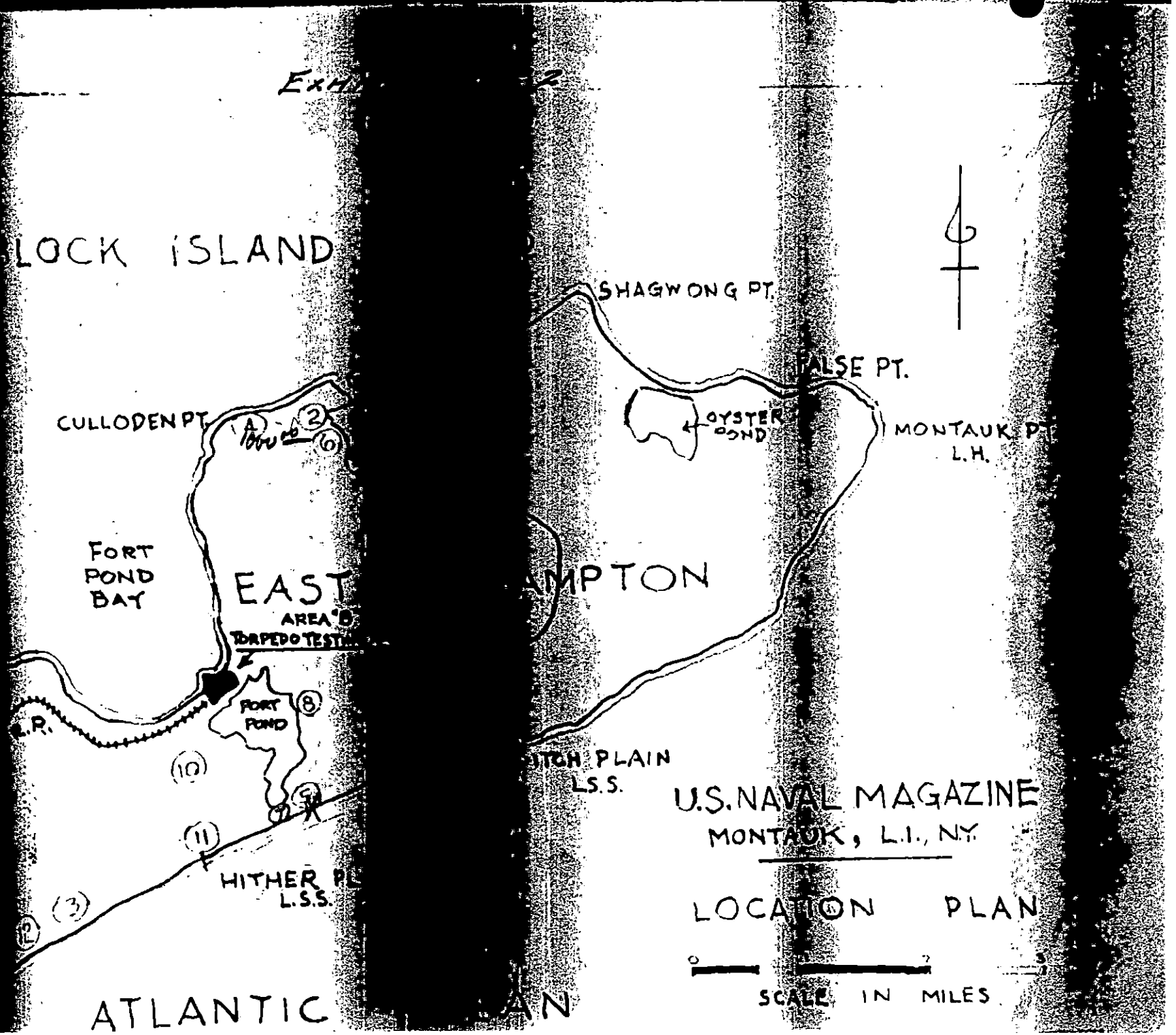
Condition: FAIR.

Utilities in this area, consisting of steam and air, electrical, water and sewage distribution lines are part of the system for the entire subject area.

EXHIBIT No 1



F-16


LOCK ISLAND
SHAGWONG PT.
FALSE PT.
CULLODEN PT.
OYSTER POND
MONTAUK PT.
L.H.
FORT POND BAY
EAST
AREA "B"
TORPEDO TEST
FORT POND
L.R.
(10)
(11)
HITHER PL
L.S.S.
(3)
ATLANTIC
U.S. NAVAL MAGAZINE
MONTAUK, L.I., N.Y.
LOCATION PLAN
SCALE IN MILES

F-16

June 11, 1946

MEMORANDUM:

TO: Deputy Regional Director
for Real Property Disposal
War Assets Administration

FROM: Patrick H. Clark, Director
Classification Division
Office of Real Property Disposal

SPB-5 declaration of surplus has been received on the following properties:

Birmingham, Alabama

W-Fla. 19 Lakeland Municipal Airport, Polk Co., Fla., 240 acres
W-Fla. 44 Drew Field, Tampa, Florida, 3,553.08 acres
N-Fla. 53 Malabar Airfield, Malabar, Florida, 640 acres
N-Fla. 54 Valkaria Airfield, Valkaria, Florida, 878.45 acres
N-Fla. 56 Belmore Airfield, Florida, 635 acres
N-Fla. 58 Bulow Airfield, Bunnell, Florida
N-Fla. 63 St. Augustine Airfield, Florida, 276 acres
N-Fla. 65 Francis Airfield, Jacksonville, Fla., 735 acres
N-Fla. 68 Saufley NAAS, Escambia Co., Pensacola, Fla., 239.57 acres
N-Fla. 69 Bagdad Airfield, Pensacola, Fla., 614 acres
N-Fla. 72 Maxville Airfield, Jacksonville, Fla., 305.92 acres
R-Fla. 82 Riddle McKay Aero College; Hendry Co., Clewiston, Fla.2560 ;
N-Fla. 84 Naval Aux. Air Station, Mayport, Fla., 2 acres
W-Fla. 85 Homestead AAF, Homestead, Dade Co., Fla., 592.10 acres
W-Ga. 30 West Leesburg Aux. Field No. 3, Leesburg, Ga., 555.25 acres
N-Ga. 31 Naval Air Facility, Gainesville, Ga., 384 acres
W-Ga. 32 Leesburgh Aux. Field No. 1, Leesburg, Ga., 1,034.30 acres
W-La. 24 Esler Field, Alexandria, La., 1,991.43 acres
R-Miss.23 Mississippi Institute of Aeronautics, Inc., Madison, La.
242.52 acres
W-Ala. 36 (advance letter of surplus) Molette Aux. Fld. #4, Orrville, Ala
W-Ga. 29 (advance letter of surplus) West Smithville Aux. Fld. #2,
Smithville, Ga., 560.80 acres

Boston, Massachusetts

W-Mass. 27a New Bedford Municipal Airport, New Bedford, Mass., 163.35 acr
W-Mass. 31 Bedford AAF, Bedford, Mass., 590.97 acres
N-Mass. 41 Naval Air Station, Chatham, Mass., 40.2 acres
N-Me. 11 Augusta State Airport, Kennebec Co., Maine
W-Me. 10 Presque Isle Air Base, Presque Isle, Maine, 1.1 acres
W-Mass.39 (advance letter of surplus) Fort Devons AAF, Ayer, Mass.

Chicago, Illinois

W-Ill.69 George Field, Lawrenceville, Ill., 3060.225 acres

Dallas, Texas

W-Tex. 42 Toyah Field Aux. Field A-4, Peeves Co., Pecos, Tex.
W-Tex. 70 Butte Aux. Field to Pecos Army Airfield, Pecos, Tex.
W-Tex 77 Stinson Field, San Antonia, Bexar Co., Texas
W-Tex. 138 Matagorda Peninsula Bombing Range, Matagorda Co., Texas,
94.27 acres
W-Tex. 141 Marfa Aux. Field #4 (Municipal Airport) Marfa, Tex.
W-Tex. 144 (advance letter of surplus) Temple Army Airfield, Temple, Tex.
634 acres

Kansas City, Mo.

W-Kan. 26 Fairfax Field, Kansas City, Mo.
N-Kan. 28 Hutchinson Municipal Airport, Hutchinson, Kan.
W-Okla.32 Drummond Aux. Field #1, Garfield Co., Drummond, Okla.
458.17 acres
W-Okla.34 Waukomis Aux. Field #2, Waukomis, Okla., 480 acres
W-Okla.36 Bilbo Aux. Field #3, Calera, Okla., 360 acres
R-Okla.58 Spartan Aircraft Co., Muskogee, Okla., 13.05 acres
R-Okla.59 Oklahoma Air College, Canadian Co., Yukon, Okla., 361 acres

New York, New York

W-N.Y. 57 Schweizer Aircraft Corp., Cheming Co. Airport, Big Flatts, N.
29,119 acres
N-N.Y. 91 U.S. Naval Torpedo Testing Range, Montauk, L.I., N.Y.,
27,232 acres
N-N.J. 42 Wildwood Naval Air Sta., Wildwood, N. J., 819.616 acres

F-17

DEPARTMENT OF THE ARMY
U.S. Army Corps of Engineers
WASHINGTON, D.C. 20314-1000

REPLY TO ATTENTION OF:

15 MAR 1994

CEMP-RF (200-1a)

MEMORANDUM FOR COMMANDERS, MAJOR SUBORDINATE COMMANDS (EXCEPT CETAD)

SUBJECT: Defense Environmental Restoration Program (DERP) - Site Eligibility Policy Clarification for Ordnance and Explosive Waste (OEW) at Formerly Used Defense Sites (FUDs)

1. Huntsville Division and others have raised policy issues regarding eligibility of ordnance remediation at sites where ordnance resulted from acts of war, or live fire training exercises or disposal on property which was never owned but was clearly used by DoD.

2. Accordingly, the following clarification was developed and is authorized for implementation:

a. As current policy on DERP-FUDS site eligibility states: "Sites which were used for the disposal of DoD materials or wastes where the installation or activity responsible for the materials or waste is inactive may be considered eligible." However, only "sites within the fifty states, districts, territories, commonwealths, and possessions over which the United States has jurisdiction are eligible for the FUDS program."

b. Sites meeting the above criteria, even though never owned, but obviously used by DoD either for ordnance firing or disposal, are eligible sites and will be added to the DERP-FUDS inventory as discovered. (Note: "off-shore" ordnance sites, beyond 100 yards of mean high tide, will not be added to the inventory database except in special cases where a public exposure pathway exists.)

c. At an eligible site, cleanup of foreign ordnance may be proposed as an eligible project.

d. Sites contaminated by acts of war are not authorized for DoD remediation under DERP, and will not be proposed unless the site was "owned by, leased to, possessed by, or otherwise under the jurisdiction of the Secretary of Defense at the time of activities which resulted in hazard

CEMP-RF (200-1a)
SUBJECT: DERP Site Eligibility Policy Clarification of OEW at FUDS

3. This action was coordinated with the office of: The Director of Environmental Programs; Environmental Law Division of the Judge Advocate General, and General Counsel.

4. POC: Mr. Jim Coppola (202) 504-4992.

FOR THE DIRECTOR OF MILITARY PROGRAMS:

for Patrick A. Lin LTC Deputy
CARY JONES
Chief, Environmental Restoration Division
Directorate of Military Programs

CF:
DASA(ESOH)
DAIM-ED-R

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE, AREA 'B'
SUFFOLK COUNTY
MONTUAK LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

APPENDIX G

REAL ESTATE DOCUMENTS

APPENDIX G

REAL ESTATE DOCUMENTS

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G-2 Letter, subject: Requesting the withdrawal from surplus list, 7 August 1947, (B-32).

G-3 Letter, subject: Examining the petition for condemnation, declaration of taking and the judgment on declaration of taking, June 1, 1949, (B-33).

G-4 Purchase Money Mortgage, Goble Aircraft Specialties, Inc., 15 November 1949, (B-34).

G-5 1995 listing of landowners, (B-35).

001
NAVFAC REAL ESTATE & PPV
14:04
05/10/95

BUDOCKS 1536 REV. 2-52

STATION	STATE	CITY
Montauk Torpedo Station	New York	Montauk
	DISTRICT	COUNTY Suffolk

LOCATION	DATE	INTEREST	AREA	DISPOSAL DATA	R.E. FILE	PAGE
Civil No. 25, D.T. Parcel "A"	9/26/44	Fee	24.7	Title revested in owners 4/11/48	C33-79-Mo	34-1
Parcel B. leased and lease cancelled.						
Parcel C.						
Civil No.81,D.T. Parcel D & E.	5/23/49	Fee	32.52 2.195	Declared surplus 6/9/49 " " " " " " " "	C33-79-Mo-3 " " " " " "	34-2

[redacted]

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To Richard Dikeman	From Nancy Vavrek
Co.	Co. FAC 14B
Dept. (815) 273-8849	Phone # (703) 325-0439
Fax # (815) 273-6009	Fax # (703) 325-2839

C33-79-Mo 39-1
Fort Hancock

MONTAUK, LONG ISLAND, NEW YORK
NAVAL TORPEDO RANGE

LOCATION: Township of East Hampton, Suffolk Co., New York.

AREA: 24.7 acres Surplus 9 May 1946
Withdrawn from Surplus

DEPOSIT: $12,500.00 8-7-47 9PB-5/81

TOTAL COST: Title ~~declared surplus by Navy~~ revested in former owner 4-11-48

AUTHORITY: Act of March 27, 1942 (Public Law 507 77th Congress).

APPROPRTIATION: Act of June 26, 1943 (public Law 92, 78th Congress).

ESTATE: Fee simple Only C, D & E to be acquired

HOW ACQUIRED: By a declaration of taking No.3 filed 9-26-44 and an amendment thereto filed 10-14-44 in a condemnation proceeding instituted in the District Court of the U.S. for the Eastern District of New York in a case entitled United States of America v. 165.1978 acres of land, more or less, in the Township of East Hampton, County of Suffolk, State of New York and Elsha E. Ammon, et al., Civil No. 25 confirmation Opinion by AttyGen. dated 12-1-44.

DESCRIPTION: "A" Parcel All that tract or parcel of land situate on the Peninsula of Montauk, Town of East Hampton, County of Suffolk and State of New York, bounded and described as follows:

Beginning at a rail monument which is the southemsterly corner of the property herein described, on the northeasterly side of lands of Long Island Railroad Company and opposite Station 6002/04.86 of said lands of the Long Island Railraod Company, said rail monument being situate South 7720.54 feet and west 7618.23 feet from U.S.C. & G. Triangulation Station LOD, the

G-1

05/10/95 14:05 NAVFAC REAL ESTATE & PPV 002

Zero of coordinates; and running thence from the point of beginning along the northeasterly side of Long Island Railroad Company the following five (5) courses and distances: northwesterly on a 6° 00' transition curve to the right, 480.39 feet long and subtended by a chord which bears North 53° 25' 19" West 479.02 feet to a point; thence North 48° 31' 45" West 1032.71 feet to a rail monument; thence South 41° 28' 15" West 25.00 feet to a rail monument; thence North 45° 31' 45" West 98.99 feet to a rail monument; and thence on a 3° 00' transition curve to the left 303.93 feet long and subtended by a chord which bears North 50° 01' 58" West 303.81 feet to a rail monument opposite Station 5982/73.16 of land of the Long Island Railroad Company; thence leaving said northeasterly side of said lands of the Long Island Railroad Company and running through land of Estate of Mary Benson, North 36° 58' 15" East 600.00 feet to a concrete monument, and on the same concrete North 36° 58' 15" East 128.00 feet, more or less, to the mean high water of Fort Pond Bay; thence along the mean high water of Fort Pond Bay in a southeasterly direction 1124.00 feet, more or less, to a point; thence leaving said mean high water of Fort Pond Bay and running along land of Montauk Beach Company, Inc. the following two (2) courses and distances: South 26° 00' 45" West 356.00 feet, more or less, to a point and South 17° 29' 15" East 900.00 feet to the point of beginning and comprising an area of 24.70 acres, more or less, according to the survey of Geoffrey R. Bass, Registered Land Surveyor, East Hampton, NewYork May 26, 1945.

As delineated on that certain plat entitled "Lands to be acquired (Portion of Mary Benson Estate), Montauk, Suffolk County, New York" dated July 24, 1945.

Parcels "A" of 24.70 acres and Parcel "B" of 2.582 acres Declared Surplus 9 May 1946. and withdrawn from Surplus

Parcel "B" in process of being acquired By Order of Court dated 6/24/48 Parcel "B" comprising 2.5 acres was dismissed from this condemnation proceeding.

The sum of $107,228.44 deposited in the registry of the Court for the taking of Parcels C, D, E, F, G, H, I and J for a term of years ending June 30, 1944. Judgment dated March 11, 1946

By Order of Court dated 4-8-48 Parcel "A" 24.70 acres was vested in former owner as of 7-16-47 Title Co. 5-8-48

05/10/95 14:05 NAVFAC REAL ESTATE & PPV 003

C.93 79-Mo. Final Opinion 34

Tract No	Name of Owner	area	Deposit	Date Rec.
A	Mary Benson Est.	24.3	12,500.00	5-15-46
	Improvements sold to former owner title remained in former owner		Deposit refunded	4-8-48
B	Long Island R.R.Co	37.5	3,300.00	6-24-48
	Dismissed from condemnation		— — —	
C	Montauk Beach Co.	3.18	Settlement	being
D	" "	76.	negotiated	3-21-49
E	" "	19.7		
	Parcels 1 to 7 to be dropped			

34-1

G-1

05/10/95 14:06 NRUFAC REAL ESTATE & PRV 004

C33-79-110-3
~~P33-79-M6~~

39-N

MONTAUK, LONG ISLAND, NEW YORK
U.S. Naval Torpedo Testing Range

LOCATION:	Montauk, Long Island, Suffolk County, New York.
AREA:	34.715 acres
DEPOSIT:	43,150.00 (Declared Surplus June 6, 1949 SPB-5/261 amended.)
TOTAL COST:	
AUTHORITY:	Act of June 16, 1948, Public Law 653 80th Congress.
APPROPRIATION:	Act of June 25, 1948, Public Law 785, 80th Congress.
ESTATE:	Fee simple, subject to the right of the Long Island Railroad Company, a corporation, to use the existing water distribution system and water mains located in or under Parcel C.
HOW ACQUIRED:	By a declaration of taking filed May 23, 1949 in a condemnation proceeding instituted in the U.S. District Court for the Eastern District of New York in a case entitled U.S. of A. v. 34.715 acres of land, more or less, in Montauk, Long Island, Suffolk County, New York, Long Island Railroad Company, a corporation, et al., Civil C.P. 81 Confirmation opinion by Attorney General dated June 1, 1949.
JURISDICTION:	

05/10/95 14:07 NAVFAC REAL ESTATE & PPV 005

DESCRIPTION: 34.715 acres of land in Montauk, Long Island, Suffolk County, New York, for Naval Torpedo Testing Range, Montauk, L. I., New York.

PARCEL "C" Long Island Rail Road Co., owner
32.52 acres

BEGINNING at a rail monument situated North 49 degrees 18 minutes 39 seconds West, 75 feet from the original Long Island Rail Road center line;

THENCE running from said point of beginning South 49 degrees, 18 minutes, 39 seconds East, 122.70 feet to a concrete monument set in the northerly terminus of Fort Pond Road;

THENCE along the terminus of said Road, South 48 degrees 02 minutes 00 seconds West, 39.45 feet to a concrete monument;

THENCE running along the westerly side of said Road, South 23 degrees 58 minutes 00 seconds East, 69.00 feet;

THENCE continuing along said Road, South 48 degrees 02 minutes 00 seconds West, 158.28 feet;

THENCE continuing along the westerly side of said Road in an easterly direction on the arc of a curve to the right having a radius of 115 feet, a distance of 216.77 feet;

THENCE continuing along the westerly side of said Road, South 23 degrees 58 minutes 00 seconds East 51.36 feet to a concrete monument set in the northwesterly corner of other lands of the Long Island Rail Road Company;

THENCE running along other land of the Long Island Rail Road Company the following courses and distances:

South 34 degrees 40 minutes 51 seconds West 1000.18 feet;

THENCE running along the arc of a curve to the right having a radius of 2834.93 feet a distance of 336.91 feet;

THENCE South 54 degrees 40 minutes 21 seconds West 820.07 feet;

THENCE North 41 degrees 03 minutes 19 seconds West 100.00 feet;

THENCE due North 119 feet;

THENCE North 45 degrees 00 seconds East 175.97 feet to a concrete monument;

THENCE North 41 degrees 48 minutes 54 seconds West 180 feet to a concrete monument;

05/10/95 14:07 NAVFAC REAL ESTATE & PPV 006

~~P33-79-Mo~~
C33-79-MO-3

THENCE continuing along the same course 59 feet, more or less, to the high water line of Fort Pond Bay;

THENCE running in an easterly and northeasterly direction along the high water line of Fort Pond Bay to land of Sarah J. and Olie S. Tuthill;

THENCE along said land of Sarah J. and Olie S. Tuthill, North 73 degrees 10 monutes 51 seconds East, 127 feet, more or less, to a concrete monument;

THENCE continuing along the same course along said lands of Sarah J. and Olie S. Tuthill, 813 feet to the place of beginning, containing 32.52 acres of land, more or less.

TOGETHER with all right, title and interest in and to the submerged lands under Fort Pond Bay which lie immediately contiguous to Parcel "C", and together with the appurtenances thereunto belonging to said Parcel "C".

PARCEL "D" - Olie S. & Sarah J. Tuthill, owners - 0.727 acres

BEGINNING at a concrete monument the coordinate values of said starting point as established by Montauk Beach Development Corporation being South 4005.04 feet and West 2044.16 feet from U.S. Coast and Geodetic Triangulation Station LOD, and running South 70 degrees 54 Minutes 31 seconds East, 242.76 feet to land of the Long Island Rail Road Company;

THENCE running South 73 degrees 10 minutes 51 seconds West along the northerly line of land of the Long Island Rail Road Company, 444.74 feet to a concrete monument;

THENCE running North 43 degrees 19 minutes 50 seconds East along land of Sarah J. and Olie S. Tuthill, 286.07 feet to the place of beginning, containing 0.727 of an acre of land, more or less.

PARCEL "E" - Olie S. & Sarah J. Tuthill, owners - 1.468 acres

BEGINNING at a concrete monument set in the westerly side of Flamingo Avenue, the coordinate values of said starting point as established by the

05/10/95 14:08 NAVFAC REAL ESTATE & PPV 007

Montauk Beach Development Corporation being South 3719.03 feet and West 1127.52 feet from the U.S. Coast and Geodetic Triangulation Station LOD; and running

THENCE along the westerly side of Flamingo Avenue South 13 degrees 11 minutes 49 seconds West 24.82 feet to land now or formerly of Montauk Beach Company, Inc;

THENCE running South 40 degrees 18 minutes 55 seconds West along said land of Montauk Beach Company, Inc., and passing through a granite monument 238.99 feet;

THENCE continuing along said land of Montauk Beach Company, Inc., and along land of A. Bangston, South 73 degrees 15 minutes 42 seconds West, 182.12 feet to a rail monument set in the northeast corner of other land of the Long Island Rail Road Company;

THENCE running South 73 degrees 10 minutes 51 seconds West along other land of the Long Island Rail Road Company, 121 feet, more or less, to Tuthill Pond;

THENCE along the waters of said Tuthill Pond in a general northwesterly direction 163 feet, more or less, to the southerly line of land of Sarah J. and Olie S. Tuthill;

THENCE along said land of Sarah J. and Olie S. Tuthill, North 70 degrees 34 minutes 40 seconds East 607 feet, more or less, to the place of beginning, containing 1.468 acres of land, more or less;

TOGETHER with all right, title and interest in and to the submerged lands under Tuthill Pond which lie immediately contiguous to Parcel #E#, and together with all of the appurtenances in and to Parcels "D" and "E".

05/10/95 14:08 NAVFAC REAL ESTATE & PPV 008

ADDRESS REPLY TO
THE BUREAU OF YARDS AND DOCKS

AND REFER TO

NAVY DEPARTMENT

WASHINGTON 25, D. C.

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

ND3/N1-13
C33-79-Mo
F-5-5B/CH:lr

N-N491

Mr. Paul L. Mather
Deputy Administrator for
Real Property Disposal
War Assets Administration
Washington 25, D. C.

7 AUG 1947

Dear Sir:

Reference is made to your Administration's letters PNI-1 Seaplane Base, U. S. Naval Torpedo Testing Range, Montauk, Long Island, New York, N. -NY - 91 to this Bureau dated March 22, 1947 and July 9, 1947, respectively, requesting that the former Seaplane Base, U. S. Naval Torpedo Testing Range, Montauk, Long Island, New York, declared surplus by the Navy Department on Form SPB-5 Navy No. 81 dated April 17, 1946, be withdrawn from surplus for the reason that disposal thereof cannot be effected until merchantable title has been obtained.

In accordance with the request contained in your letters, there is transmitted herewith as Enclosure (1) original and three copies of Declaration of Surplus Real Property Form SPB-5 marked "Withdrawal" requesting the withdrawal from surplus of the above mentioned property referred to your Office for disposal by this Bureau's letter ND3/N1-13, C33-79-Mo, F-5-5 /CH:atd to War Assets Administration dated May 9, 1946.

This withdrawal from surplus declaration is made for the reason that the United States does not have and under present plans will not acquire the fee simple title to this property.

Please advise this Bureau when the requested withdrawal has been effected.

Sincerely yours,

Encl. (HW)
(1) Original and three copies of Withdrawal Form SPB-5 Navy No. 81 dated 17 April 1946.

Wilfred P. Tieschen
By direction of Chief of Bureau

4-4

G-2

WAA FORM 1219
(Rev. 3/5/48)
FORMERLY WAA FORM 2019

UNITED STATES OF AMERICA
WAR ASSETS ADMINISTRATION

REAL PROPERTY CLASSIFICATION

1. PROPERTY IDENTIFICATION
U.S. Naval Torpedo Testing Range
Montauk, Long Island, N. Y.

2. AREA
34.715 Acres

3. WAA CASE NUMBER
N.-N.Y.-91a

OWNING AGENCY NUMBER
261 (Amended)

DATE OF DECLARATION
June 25, 1948, Supplements & Amendments

4. ORIGINAL CLASSIFICATION		Estimated Cost
a. (12) - INDUSTRIAL (Non-Sect. 23 Real Property)	Acquisition	$ 43,150.
	Betterments	3,584,385.
b.	Total	$ 3,627,535.
c.		
d.		
e.		

5. REMARKS

This property consists of 34.715 Acres of land located on Fort Pond Bay at Montauk, L. I., N. Y. together with a number of cement block, one-story structures with a usable area of approximately 220,000 s. f., suitable for industrial or storage use, as well as a Boat Maintenance and Repair Building - floor area 22,000 ± s. f. with Marine Railway and Basin.

An L-shaped timber pier, approximately 20' x 843' in length to deep water.

All utilities and Railroad Spur from the Long Island Railroad are available.

Declaration of Property was made as follows:

Date	Acquisition	Betterments	Total
July 28, 1948	--	$ 3,633,250.	$ 3,633,250.
Nov. 18, 1948	--	3,633,250.	3,633,250.
June 9, 1949 (Amend.)	$ 43,150.	3,633,250.	3,676,400.
June 29,1949 (")	43,150.	3,608,878.	3,652,028.
Sept. 6,1949 (")	43,150.	3,584,385.	3,627,535.

LNYMAN:roi
October 31, 1949

RECOMMENDED
[illegible]
Chief, Appraisal Division
NOV 1 1949
(Date)

RECOMMENDED

(Date)

APPROVED
CARL P. MALMSTROM
Deputy Regional Director, RNY-PD

(Date)

G-2

DECLARATION OF SURPLUS REAL PROPERTY

(In the continental United States, its Territories and possessions)
to the Surplus Property Board, Washington 25, D. C.

IMPORTANT.—Instructions for completing this form appear on reverse.

7. DATE	8. REPORTING AGENCY-No.
September 1949	261 (Amended)
9. SURPLUS PROPERTY BOARD No.	10. DISPOSAL AGENCY No.
N-NY-91a	———

1. FROM: Department of the Navy, Bureau of Yards and Docks, Real Estate Branch, Washington 25, D. C.

2. LOCATION OF PROPERTY (ATTACH MAP)

U. S. Naval Torpedo Testing Range, Montauk, Long Island, New York.

3. REPRESENTATIVES TO CONTACT Commandant, THIRD Naval District, District Public Works Officer, THIRD Naval District.

4. USE OF PROPERTY WHEN ACQUIRED

———

5. OPINION OF BEST FUTURE USE

———

11. APPROXIMATE AREA

12. COST OF PROPERTY

ACQUISITION	$ 43,150.
CORRECTED BETTERMENTS	$3,584,385.
CORRECTED TOTAL	$3,627,535.

13. PROCEEDS: IF "REIMBURSABLE", GIVE SYMBOL AND TITL APPROPRIATION OR GOVERNMENT CORPORATION.

6. GENERAL DESCRIPTION OF PROPERTY

WITHDRAWAL

A. The Department of the Navy hereby amends and corrects its Declaration of Surplus Real Property, Form SPB-5, dated 25 June 1948 Navy No. 261, WAA No. N-NY-91a, and its amended Declarations of Surplus Real Property, Forms SPB-5 dated 9 June 1949 and 29 June 1949 wherein the Department of the Navy declared surplus its interest in certain lands and improvements at the former U. S. Naval Torpedo Testing Range, Montauk, Long Island, Suffolk County, New York, in the following particulars:

1. Incinerator Building No. B-12 having a value cost of $24,495.00, is hereby deleted from the original list of betterments declared surplus at subject facility.

2. The deletion of the above specified Building will result in a corrected Betterments Cost of $3,584,385.00 and a Corrected Total Cost of property in the sum of $3,627,535.00.

3. The specified Building is being withdrawn for the reason that it is not actually located on the property which was declared surplus by Declaration of Surplus Real Property, Form SPB-5 dated 9 June 1949, Navy No. 261 (Amended).

DO NOT FILL IN

FOWARDED BY SPB TO:

Date ——— Initials ———

14. AUTHORIZED BY

Wilfred P. Tiencken
(Name of reporting official (please type))

(Title (please type))

Sep 14 3 10 PM '49 Wilfred P. Tiencken
(Signature of authorized official)

16—43987-1

G-2

INSTRUCTIONS FOR PREPARING FORM SPB-5

DECLARATION OF SURPLUS REAL PROPERTY

(In the continental United States, its Territories and possessions)
to the Surplus Property Board, Washington 25, D. C.

6

Approval expires May 1, 1948

IMPORTANT.—Instructions for completing this form appear on reverse.

7. DATE: September 1949

8. REPORTING AGENCY: 261 (Amended

9. SURPLUS PROPERTY BOARD NO.: N-NY-91a

10. DISPOSAL AGENCY N: ——

1. FROM: Department of the Navy, Bureau of Yards and Docks, Real Estate Branch, Washington 25, D. C.

2. LOCATION OF PROPERTY (ATTACH MAP)

U. S. Naval Torpedo Testing Range, Montauk, Long Island, New York.

3. REPRESENTATIVES TO CONTACT: Commandant, THIRD Naval District, District Public Works Officer, THIRD Naval District.

4. USE OF PROPERTY WHEN ACQUIRED

——

5. OPINION OF BEST FUTURE USE

——

11. APPROXIMATE AREA

12. COST OF PROPERTY

ACQUISITION.	$ 43,15(
CORRECTED BETTERMENTS	$3,584,38[illegible]
CORRECTED TOTAL	$3,627,53[illegible]

13. PROCEEDS: IF "REIMBURSABLE", GIVE SYMBOL AND TI
APPROPRIATION OR GOVERNMENT CORPORATION.

6. GENERAL DESCRIPTION OF PROPERTY

WITHDRAWAL

A. The Department of the Navy hereby amends and corrects its Declaratio of Surplus Real Property, Form SPB-5, dated 25 June 1948 Navy No. 261, WAA No. N-NY-91a, and its amended Declarations of Surplus Real Property, Forms SPB-5 dated 9 June 1949 and 29 June 1949 wherein the Department o the Navy declared surplus its interest in certain lands and improvement at the former U. S. Naval Torpedo Testing Range, Montauk, Long Island, Suffolk County, New York, in the following particulars:

1. Incinerator Building No. 848 having a value cost of $24,493.0 is hereby deleted from the original list of betterments declared surplus at subject facility.

2. The deletion of the above specified Building will result in a corrected betterments cost of $[illegible] and a corrected total cost of property in the sum of $[illegible].

3. The specified Building is being withdrawn for the reason that it is not actually located on the property which was declared surplus by Declaration of Surplus Real Property, Form SPB-5 dated 9 June 1949, Navy No. 261 (Amended).

DO NOT FILL IN

FOWARDED BY SPB TO:

RECEIVED
WAA
Sep 10
3 10 PM '49

Date

Initials

14. AUTHORIZED BY

Wilfred P. Tiencken
(Name of reporting official (please type))

(Title (please type))

BY Wilfred P. Tiencken
(Signature of authorized official)

16—43987-1

G-2

INSTRUCTIONS FOR PREPARING FORM SPB-5

DEPARTMENT OF THE NAVY
BUREAU OF YARDS AND DOCKS
WASHINGTON 25, D. C.

IN REPLY REFER TO
ND3/N1-13
P33-79-Mo
C33-79-Mo
B-411.2D/lck

N.NY-91a

13 SEP 1949

General Services Administration
War Assets
17th & Independence Ave., S.W. Ext.
Tempo "I" Building
Washington 25, D. C.

Gentlemen:

Reference is made to this Bureau's letter, ND3/N1-13, C33-79-Mo, L33-79-Mo-1, L33-79-Mo-2, L33-79-Mo, B-413.4/ADG:te, dated 25 June 1948, whereby the Department of the Navy submitted to your Administration for disposal under Navy No. 261, Declaration of Surplus Real Property, Form SPB-5, covering three certain leases at the former U.S. Naval Torpedo Testing Range, Montauk, New York, together with certain improvements at the said Testing Range, and further to this Bureau's letter, ND3/N1-13, P33-79-Mo, C33-79-Mo, B-411.21/lck/ib, dated 13 June 1949, whereby this Department submitted to your Administration for disposal under Navy No. 261 (Amended), Amended Declaration of Surplus Real Property, Form SPB-5, covering 34.715 acres of fee-owned land at the said Testing Range, Montauk, New York, together with certain improvements therein.

In this connection, there are enclosed herewith Declaration of Surplus Real Property, Form SPB-5, Navy No. 261 (Amended) together with three copies thereof, setting forth a withdrawal of Incinerator Building B-12.

Very truly yours,

Wilfred P. Tiencken

Encl:(HW)
1. Form SPB-5 and
three copies thereof.

Wilfred P. Tiencken
By direction of Chief of Bureau

cc: CNO
OfcNavMat
BuOrd
Com-3

Process as corrections

G-2

June 1, 1949

Honorable Francis P. Matthews
Secretary of the Navy
Washington 25, D. C.

My dear Mr. Secretary:

I have examined the petition for condemnation, declaration of taking, and the judgment on the declaration of taking in the condemnation proceeding entitled United States v. 34.715 Acres of land, more or less, in Montauk, Long Island, Suffolk County, New York, and Long Island Rail Road Company, et al., Civil C. P. 81, pending in the United States District Court for the Eastern District of New York, pertaining to the acquisition of the above land for use in connection with the Naval Torpedo Testing Range, Montauk, Long Island.

The land is more particularly described in the judgment on declaration of taking.

The sum of $43,150.00 was deposited into the registry of the court on the filing of the declaration of taking as estimated compensation.

From my examination of the above-mentioned documents, I find that the condemnation proceeding has been regularly conducted to date, and that the valid fee-simple title is vested in the United States of America, pursuant to the provisions of an Act of Congress approved February 26, 1931 (46 Stat. 1421), subject, however, to the right of the Long Island Rail Road Company to use the existing water distribution system and water mains located in or under Parcel #3 so long as the said distribution system and water mains remain as presently installed and unchanged by the company, its officers, agents, and employees, and its grantees, successors, and assigns, or by any other cause.

There are enclosed certified copies of the notice and petition in condemnation, judgment on declaration of taking, and the receipt of the clerk of the court evidencing the deposit of $43,150.00 into the registry of the court on May 23, 1949.

Sincerely,

Tom C. Clark
Attorney General

Enclosure No. 36,711

ENCL. 1

G-3

UNITED STATES DISTRICT COURT
EASTERN DISTRICT OF NEW YORK

- X

UNITED STATES OF AMERICA,

Petitioner-Plaintiff,

- versus - No. C. P. 81

34.715 acres of land, more or less, in Montauk, Long Island, Suffolk County, State of New York, and Long Island Rail Road Company, County of Suffolk, Township of Easthampton, The People of the State of New York, Olie S. Tuthill, Sarah J. Tuthill,

Defendants.

- X

JUDGMENT ON DECLARATION OF TAKING

This cause coming on at this term of Court upon the petition and application of the Petitioner-Plaintiff, the United States of America, to enter a Judgment on Declaration of Taking filed in the above entitled cause on the th day of May, 1949 and confirming to the United States the use and possession of the lands herein described and upon consideration thereof and of the petition in condemnation filed herein, said Declaration of Taking, the statutes in such cases made and provided, and it appearing to the satisfaction of the Court:

FIRST: That a petition in condemnation was filed at the request of the Secretary of the Navy of the United States, the authority empowered by law to acquire the lands described in said petition, and also under authority of the Attorney General of the United States;

SECOND: That said Petition and Declaration of Taking state the authority under which and the public use for which said lands were taken; that the Secretary of the Navy is the person duly authorized and empowered by law to acquire the lands as described in the petition for use of the U. S. Naval Torpedo Testing Range, Montauk, Long Island, New York, and the Attorney General of the United States is the person authorized by law to direct the institution of such condemnation proceedings;

THIRD: That a proper description of the lands to be taken, sufficient for identification thereof, is set out in said Declaration of Taking;

FOURTH: That said Declaration of Taking contains a statement of the estate or interest in said lands taken for said public use;

FIFTH: That a plat showing generally the lands taken is incorporated in said Declaration of Taking;

SIXTH: That a statement is contained in said Declaration of Taking of a sum of money estimated by said acquiring authority to be just compensation for said land in amount of Forty-three Thousand One Hundred Fifty and 00/100 ($43,150.00) Dollars, and that said sum was deposited in the Registry of this Court for the use of the persons entitled thereto, upon and at the time of the filing of said Declaration of Taking;

SEVENTH: That a statement is contained in said Declaration of Taking that the amount of the ultimate award of compensation for the taking of said lands in the opinion of the Secretary of the Navy will be within any limits prescribed

by Congress as to the price to be paid therefor; it is therefor

ORDERED, ADJUDGED and DECREED that the title to all the lands shown on maps attached to the Declaration of Taking, hereinbefore referred to, and located at Montauk, in the Township of Easthampton, County of Suffolk, State of New York, and more particularly described as follows:

PARCEL "C"

BEGINNING at a rail monument situated North 49° 18' 39" West, 75 feet from the original Long Island Rail Road Center line;

THENCE running from said point of beginning South 49° 18' 39" East, 122.70 feet to a concrete monument set in the northerly terminus of Fort Pond Road;

THENCE along the terminus of said Road, South 48° 02' 00" West, 39.45 feet to a concrete monument;

THENCE running along the westerly side of said Road, South 23° 58' 00" East 69.00 feet;

THENCE continuing along said Road, South 48° 02' 00" West, 168.28 feet;

THENCE continuing along the westerly side of said Road in an easterly direction on the arc of a curve to the right having a radius of 115 feet, a distance of 216.77 feet;

THENCE continuing along the westerly side of said Road, South 23° 58' 00" East 51.36 feet to a concrete monument set in the northwesterly corner of other lands of the Long Island Rail Road Company;

THENCE running along other land of the Long Island Rail Road Company the following courses and distances:

South 34° 40' 51" West 1000.18 feet;

THENCE running along the arc of a curve to the right having a radius of 2834.93 feet a distance of 335.91 feet;

THENCE South 54° 40' 21" West 820.07 feet;

THENCE North 41° 03' 19" West 109.00 feet;

THENCE due North 119 feet;

THENCE North 45° 00" East 175.97 feet to a concrete monument;

THENCE North 41° 48' 54" West 180 feet to a concrete monument;

THENCE continuing along the same course 59 feet, more or less, to the high water line of Fort Pond Bay;

THENCE running in an easterly and northeasterly direction along the high water line of Fort Pond Bay to land of Sarah J. and Olie S. Tuthill;
THENCE along said land of Sarah J. and Olie S. Tuthill, North 73° 10' 51" East, 127 feet, more or less, to a concrete monument;
THENCE continuing along the same course along said lands of Sarah J. and Olie S. Tuthill, 813 feet to the place of beginning, containing 32.52 acres of land, more or less.

TOGETHER with all right, title and interest in and to the submerged lands under Fort Pond Bay which lie immediately contiguous to Parcel "C" and together with the appurtenances thereunto belonging to said Parcel "C"

PARCEL "D"

BEGINNING at a concrete monument the coordinate values of said starting point as established by Montauk Beach Development Corporation being South 4005.04 feet and West 2044.16 feet from U. S. Coast and Geodetic Triangulation Station LOD, and running South 70° 54' 31" East, 242.76 feet to land of the Long Island Rail Road Company;
THENCE running South 73° 10' 51" West along the northerly line of land of the Long Island Rail Road Company, 444.74 feet to a concrete monument;
THENCE running North 43° 19' 50" East along land of Sarah J. and Olie S. Tuthill, 286.07 feet to the place of beginning, containing 0.727 of an acre of land, more or less.

PARCEL "E"

BEGINNING at a concrete monument set in the westerly side of Flamingo Avenue, the coordinate values of said starting point as established by the Montauk Beach Development Corporation being South 3719.03 feet and West 1127.52 feet from the U. S. Coast and Geodetic Triangulation Station LOD; and running
THENCE along the westerly side of Flamingo Avenue South 13° 11' 49" West 24.82 feet to land now or formerly of Montauk Beach Company, Inc.
THENCE running South 40° 18' 55" West along said land of Montauk Beach Company, Inc., and passing through a granite monument 238.99 feet;
THENCE continuing along said land of Montauk Beach Company, Inc., and along land of A. Bangston, South 73° 15' 42" West, 182.12 feet to a rail monument set in the northeast corner of other land of the Long Island Rail Road Company;
THENCE running South 73° 10' 51" West along other land of the Long Island Rail Road Company, 121 feet, more or less, to Tuthill Pond;
THENCE along the waters of said Tuthill Pond in a general northwesterly direction 163 feet, more or less, to the southerly line of land of Sarah J. and Olie S. Tuthill;

THENCE along said land of Sarah J. and Olie S. Tuthill, North 70° 34' 40" East 607 feet, more or less, to the place of beginning, containing 1.468 acres of land, more or less;

TOGETHER with all right, title and interest in and to the submerged lands under Tuthill Pond which lie immediately contiguous to Parcel "E" and together with all of the appurtenances in and to Parcels "D" and "E",

subject, however, to the right of the Long Island Rail Road Company to use the existing water distribution system and water mains located in or under Parcel "C" so long as the said distribution system and water mains remain as presently installed and unchanged by the Long Island Rail Road Company, its officers, agents and employees, and its grantees, successors and assigns, or by any other cause, in fee simple absolute vested in the United States of America upon the filing of said Declaration of Taking and the depositing in the Registry of this Court of the sum of Forty-three Thousand One Hundred Fifty and 00/100 ($43,150.00) Dollars, as hereinabove recited; the said lands are deemed to have been condemned and taken for the public use of the United States and the right to just compensation for the lands taken, upon the filing of the Declaration of Taking vested in the persons entitled thereto, and the amount of compensation shall be ascertained and awarded in this proceeding and established by judgment herein pursuant to law, and it is

FURTHER ORDERED, ADJUDGED and DECREED that the use and possession of the above described lands is confirmed to the United States of America; and it is

FURTHER ORDERED, ADJUDGED and DECREED that a copy of this Judgment together with a copy of the Notice of entry thereof, shall be served personally upon the various and respective defendants or, in the alternative, where any of said defendants have appeared by counsel, by mailing said Judgment with Notice of Entry thereof to such counsel at their post office addresses.

BROOKLYN, N.Y.

Dated: May 24, 1949.

ROBERT A. [illegible]

United States District Judge.

D. C. Form No. 30

CERTIFIED COPY

United States of America

EASTERN DISTRICT OF NEW YORK } ss:

I, PERCY G. B. GILLESS, Clerk of the United States District Court in and for the EASTERN District of NEW YORK, do hereby certify that the annexed and foregoing is a true and full copy of the original JUDGMENT ON DECLARATION OF TAKING (CONDEMNATION PROCEEDING NO. 21)

now remaining among the records of the said Court in my office.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the seal of the aforesaid Court at Brooklyn

this 24th day of MAY, A. D. 1949

Percy G. B. Gilless
PERCY G. B. GILLESS, Clerk.

By Daniel P. Caulfield
Deputy Clerk.

1—1939

DEPARTMENT OF THE NAVY
BUREAU OF YARDS AND DOCKS
WASHINGTON 25, D. C.

IN REPLY REFER TO
ND3/N1-13
P33-79-Mo
C33-79-Mo
B-411.21/lck/ib

Quitclaim
- "200 N" Ad.

13 JUN 1949

N-NY-91a

War Assets Administration
Office of Real Property Disposal
17th & Independence Ave., S.W. Ext.
Tempo "I" Building
Washington 25, D. C.

Gentlemen:

Reference is made to this Bureau's letter, ND3/N1-13, C33-79-Mo, L33-79-Mo-1, L33-79-Mo-2, L33-79-Mo, B-413.4/ADG:te, dated 25 June 1948, whereby the Department of the Navy submitted to your Administration for disposal under Navy No. 261, Declaration of Surplus Real Property, Form SPB-5, covering three leases at the former U.S. Naval Torpedo Testing Range, Montauk, New York, together with certain improvements at the said Testing Range. The said letter stated, in part, that this Department would authorize the institution of the necessary condemnation proceedings for the purpose of acquiring the fee simple title to certain lands upon which the declared improvements were located, which lands would then be declared surplus to your Administration for disposal by an amended and revised Declaration of Surplus Real Property.

In this connection, there are enclosed herewith "Amendment to Declaration of Surplus Real Property, Navy No. 261, together with three copies thereof, with Exhibit "A" attached to said copies.

A report of the Government's legal title to the land declared surplus herein has not as yet been received from the Department of Justice, but photostatic copy of same will be forwarded to your office at such time as it is received by this office.

Very truly yours,

J. A. Dominy
By direction of Chief of Bure

Encl. (HW)
1. Amendment to SPB-5, Navy No. 261 and three copies thereof with Exhibit "A" attached to said copies.

B-1

G-3

acres of land, more or less, in [illegible] Long Island, [illegible]
County, New York, which land are more particularly [illegible]

DECLARATION OF SURPLUS REAL PROPERTY

(In the Continental United States, Its Territories and Possessions)

To the Surplus Property Board, Washington 25, D. C.

IMPORTANT: Instructions for completing this form appear on reverse.

1. FROM: Department of the Navy, Real Estate Branch, Bureau of Yards and Docks, Washington 25, D.C.

2. LOCATION OF PROPERTY (ATTACH MAP): U.S. Naval Torpedo Testing Range, Montauk, Long Island, New York.

3. REPRESENTATIVES TO CONTACT: Commandant, THIRD Naval District; District Public Works Officer, THIRD Naval District.

4. USE OF PROPERTY WHEN ACQUIRED: ———

5. OPINION OF BEST FUTURE USE: ———

9 June 1949

261 (Amended)

9. SURPLUS PROPERTY BOARD NO.: N-NY-91a

10. DISPOSAL AGENCY NO.: ———

11. APPROXIMATE AREA: 34.715 acres.

12. COST OF PROPERTY

ACQUISITION	$ 43,150.00
BETTERMENTS	$ 3,633,250.00
TOTAL	$ 3,676,400.00

13. PROCEEDS: IF "REIMBURSABLE", GIVE SYMBOL AND TITLE OF APPROPRIATION OR GOVERNMENT CORPORATION.

6. GENERAL DESCRIPTION OF PROPERTY

AMENDMENT

A. The Department of the Navy hereby amends and revises its Declaration of Surplus Real Property, Form SPB-5, dated 25 June 1948, Navy No. 261, wherein the Department of the Navy declared surplus its interest in three certain tracts of land at the former U.S. Naval Torpedo Testing Range, Montauk, Long Island, Suffolk County, New York, together with the improvements thereon, in the following particulars:

1. The Department of the Navy hereby declares surplus its interest in 34.715 acres of land located in Montauk, Long Island, Suffolk County, New York, the fee simple title to which land was acquired by Declaration of Taking dated April 19, 1949 and filed on May 23, 1949 in the District Court of the United States for the Eastern District of New York in the condemnation proceedings entitled "The United States of America, Petitioner, vs. 34.715 Acres of Land, more or less, situate in Montauk, Suffolk County, New York, and Lewis E. Pierson, et al., Defendants", Civil Docket No. ——— and which lands are more particularly described in Exhibit "A" attached to said Declaration of Taking and made a part thereof, and

2. The terms and conditions of the former nature of the property declared surplus herein are contained in the Declaration of Taking annexed hereto.

B. Enclosures (2):

Exhibit "A" ——— Facsimile copy of Declaration of Taking dated April 19, 1949 together with legal descriptions and maps annexed thereto.

DO NOT FILL IN

FOWARDED BY SPB TO: ———

Date ——— Initials ———

RECEIVED

9 JUN 10 AM '49

11A. AUTHORIZED BY

J. A. Dominy
(Name of reporting official (please type))

Director, Property Administration Divisi
(Title (please type))

J. A. Dominy
(Signature of authorized official)

BY ———

16—42987-1

G—3

acres of land, more or less, in Montauk, Long [illegible],

County, New York, which lands are more particularly descri

[illegible] "A", attached hereto and made a part hereof,

IN THE DISTRICT COURT OF THE UNITED STATES

FOR THE EASTERN DISTRICT OF NEW YORK

United States of America,

Petitioner,

v.

34.715 acres of land, more or less, in Montauk, Long Island, Suffolk County, New York, Long Island Rail Road Company, a corporation, et al.,

Defendants

CIVIL [illegible]

DECLARATION OF TAKING

WHEREAS, pursuant to the [illegible] August 1, 1888 (40 U.S.C. Sec. 257), June [illegible] Law 653, 80th Congress) and June [illegible] 80th Congress), the above-entitled [illegible] has been instituted;

NOW, THEREFORE, pursuant to the provisions [illegible] of Congress approved February [illegible] Secretary of the Navy, do hereby [illegible] this declaration of taking, and by virtue of [illegible] do hereby state that I have selected for use in the [illegible] acres of land, more or less, in [illegible] County, New York, which lands [illegible] in Exhibit "A", attached hereto [illegible] are delineated on [illegible] to be Conveyed by the Long Island Rail [illegible] N. Y.," and on P. W. Bedell Co. 838[illegible]

dated June 13, 1945, entitled "U. S. Naval Torpedo Testing Range, Montauk, L. I., N. Y., Property to be acquired, Parcels D AND E," attached hereto as Exhibit "C" and made a part hereof.

And I do declare said lands to be taken under the authority of the aforesaid acts of Congress; that the use to which the lands are to be put is for the U. S. Naval Torpedo Testing Range, Montauk, L. I., New York; and that the estate hereby taken in said lands is the fee simple title, SUBJECT to the right of the Long Island Rail Road Company, a corporation, to use the existing water distribution system and water mains located in or under Parcel "C" so long as the said distribution system and water mains remain as presently installed and unchanged by the Long Island Rail Road Company, its officers, agents and employees, and its Grantees, successors and assigns, or by any other cause.

And I do hereby state that the sum of money estimated by me to be just compensation for the estate hereby taken in the lands is FORTY THREE THOUSAND, ONE HUNDRED AND FIFTY DOLLARS ($43,150.00), which said sum is hereby deposited in the registry of the court for the use and benefit of the persons entitled thereto, as follows:

Ostensible Owners	Parcel	Interest	Estimated Just Compensation
Long Island Rail Road Co., a corporation, Pennsylvania Station, New York 1, N. Y.	"C"	38.12	$ 40,850.00
	"D" and "E"	2.195	$ 2,300.00
Ollie S. Tuthill and Sarah J. Tuthill Montauk, L. I., N. Y.	TOTAL	01.715	$ 43,150.00

I am of the opinion that the ultimate award for the taking of said lands will be within the limits prescribed by Congress.

IN WITNESS WHEREOF, the Petitioner, by and through the Secretary of the Navy, has caused this declaration of taking to be signed in the City of Washington, District of Columbia, this 19th day of April, 1949.

UNITED STATES OF AMERICA

By_____

34.715 acres of land in Montauk, Long Island, Suffolk County, New York, for Naval Torpedo Testing Range, Montauk, L. I., New York.

PARCEL "C" Long Island Rail Road Co., owner 32.52 acres

BEGINNING at a rail monument situated North 49 degrees 18 minutes 39 seconds West, 75 feet from the original Long Island Rail Road center line;

THENCE running from said point of beginning South 49 degrees, 18 minutes, 39 seconds East, 122.70 feet to a concrete monument set in the northerly terminus of Fort Pond Road;

THENCE along the terminus of said Road, South 48 degrees 02 minutes 00 seconds West, 39.45 feet to a concrete monument;

THENCE running along the westerly side of said Road, South 23 degrees 58 minutes 00 seconds East, 69.00 feet;

THENCE continuing along said Road, South 48 degrees 02 minutes 00 seconds West, 158.28 feet;

THENCE continuing along the westerly side of said Road in an easterly direction on the arc of a curve to the right having a radius of 115 feet, a distance of 216.77 feet;

THENCE continuing along the westerly side of said Road, South 23 degrees 58 minutes 00 seconds East 51.36 feet to a concrete monument set in the northwesterly corner of other lands of the Long Island Rail Road Company;

THENCE running along other land of the Long Island Rail Road Company the following courses and distances:

South 34 degrees 40 minutes 51 seconds West 1000.18 feet;

THENCE running along the arc of a curve to the right having a radius of 2834.93 feet a distance of 335.91 feet;

THENCE South 54 degrees 40 minutes 21 seconds West 820.07 feet;

THENCE North 41 degrees 03 minutes 19 seconds West 109.00 feet;

THENCE due North 119 feet;

THENCE North 45 degrees 00 seconds East 175.97 feet to a concrete monument;

THENCE North 41 degrees 48 minutes 54 seconds West 180 feet to a concrete monument;

THENCE continuing along the same course 59 feet, more or less, to the high water line of Fort Pond Bay;

THENCE running in an easterly and northeasterly direction along the high water line of Fort Pond Bay to land of Sarah J. and Olie S. Tuthill;

THENCE along said land of Sarah J. and Olie S. Tuthill, North 73 degrees 10 minutes 51 seconds East, 127 feet, more or less, to a concrete monument;

THENCE continuing along the same course along said lands of Sarah J. and Olie S. Tuthill, 813 feet to the place of beginning, containing 32.52 acres of land, more or less.

TOGETHER with all right, title and interest in and to the submerged lands under Fort Pond Bay which lie immediately contiguous to Parcel "C", and together with the appurtenances thereunto belonging to said Parcel "C"

EXHIBIT "A"

PARCEL "D" - Olie S. & Sarah J. Tuthill, owners - 0.727 acre

BEGINNING at a concrete monument the coordinate values of said starting point as established by Montauk Beach Development Corporation being South 2005.03 feet and West 2044.16 feet from U. S. Coast and Geodetic Triangulation Station LOD, and running South 70 degrees 34 minutes 31 seconds East, 242.76 feet to land of the Long Island Rail Road Company;

THENCE running South 75 degrees 10 minutes 51 seconds West along the northerly line of land of the Long Island Rail Road Company, 444.74 feet to a concrete monument;

THENCE running North 43 degrees 19 minutes 50 seconds East along land of Sarah J. and Olie S. Tuthill, 343.07 feet to the place of beginning, containing 0.727 of an acre of land, more or less.

PARCEL "E" - Olie S. & Sarah J. Tuthill, owners - 1.[illegible] acres

BEGINNING at a concrete monument set in the westerly side of Flamingo Avenue, the coordinate values of said starting point as established by the Montauk Beach Development Corporation being South 2719.03 feet and [illegible] feet from the U. S. Coast and Geodetic Triangulation Station LOD; and running

THENCE along the westerly side of Flamingo Avenue South 13 degrees 11 minutes 40 seconds West 22.62 feet to land now or formerly of Montauk Beach Company, Inc;

THENCE running South 40 degrees 19 minutes 10 seconds West along said land of Montauk Beach Company, Inc., and passing through a granite monument 208.00 feet;

THENCE continuing along said land of Montauk Beach Company, Inc., and along land of A. Thurston, South 73 degrees 15 minutes 42 seconds West, 182.12 feet to a rail monument set in the northeast corner of other land of the Long Island Rail Road Company;

THENCE running South 75 degrees 10 minutes 51 seconds West along other land of the Long Island Rail Road Company, 121 feet, more or less, to Tuthill Pond;

THENCE along the waters of said Tuthill Pond in a general northwesterly direction 163 feet, more or less, to the southerly line of land of Sarah J. and Olie S. Tuthill;

THENCE along said land of Sarah J. and Olie S. Tuthill, North 70 degrees 34 minutes 40 seconds East 807 feet, more or less, to the place of beginning, containing 1.469 acres of land, more or less;

TOGETHER with all right, title and interest in and to the submerged lands under Tuthill Pond which lie immediately contiguous to Parcel "E", and together with all of the appurtenances in and to Parcels "D" and "E".

EXHIBIT "A" (Sheet 2)

PURCHASE MONEY MORTGAGE

THIS MORTGAGE, made the 15th day of November, 1949, between GOBLE AIRCRAFT SPECIALTIES, INC. (hereinafter called the "Mortgagor"), a New York corporation having a place of business at Old Country Road (no street number), Box 377, Mineola, County of Nassau, State of New York, and the ADMINISTRATOR OF GENERAL SERVICES, acting for and on behalf of the UNITED STATES OF AMERICA, under and pursuant to the powers and authority contained in the provisions of the Federal Property and Administrative Services Act of 1949 (63 Stat. 377) and the Surplus Property Act of 1944 (58 Stat. 765) as amended thereby, and Regulations and Orders promulgated thereunder (hereinafter called the "Mortgagee"),

WITNESSETH that to secure payment of an indebtedness in the sum of TWO HUNDRED TWO THOUSAND FIVE HUNDRED DOLLARS ($202,500.00), lawful money of the United States of America, to be paid as follows:

Three Thousand Four Hundred Ninety-one and 38/100 Dollars ($3,491.38) on the 15th day of August, 1950, and a like sum quarter-annually thereafter on the 15th days of November, February, May, and August of each year until the 15th day of November, 1964, at which time the entire unpaid balance of principal shall be paid, and to pay interest on said sum or so much thereof as shall from time to time remain unpaid, at the rate of four per cent (4%) per annum, computed from the 21st day of April, 1950, and payable with each installment of

principal sum hereunder, according to a certain note or obligation bearing even date herewith, the Mortgagor hereby mortgages to the Mortgagee, all those tracts, pieces or parcels of land situate in Montauk, Long Island, Town of Easthampton, County of Suffolk, State of New York, acquired by the United States of America in condemnation proceedings in the United States District Court, Eastern District of New York, C.P. No. 81, entitled "United States of America, Petitioner-Plaintiff, v. 34.715 acres of land, more or less, in Montauk, Long Island, Suffolk County, State of New York, and Long Island Rail Road Company, County of Suffolk, Township of Easthampton, The People of the State of New York, Lie B. Tuthill, Sarah J. Tuthill, Defendants," under Judgment on Declaration of Taking dated May 24, 1949, duly entered and filed with the Clerk of the United States District Court for the Eastern District of New York on the 24th day of May, 1949, and recorded in the office of the Clerk of Suffolk County on the 2nd day of June, 1949, in Liber 2955 of Deeds, Page 292, said premises described in the Judgment as follows:

PARCEL "C"

BEGINNING at a rail monument situated North 49° 18' 39" West, 75 feet from the original Long Island Rail Road Center line;

THENCE running from said point of beginning South 49° 18' 39" East, 132.70 feet to a concrete monument set in the northerly terminus of Fort Pond Road;

THENCE along the terminus of said Road, South 48° 02' 00" West, 39.45 feet to a concrete monument;

THENCE running along the westerly side of said Road, South 23° 58' 00" East 69.00 feet;

THENCE continuing along said Road, South 48° 02' 01" West, 158.28 feet;

THENCE continuing along the westerly side of said Road in an easterly direction on the arc of a curve to the right having a radius of 115 feet, a distance of 216.77 feet;

THENCE continuing along the westerly side of said Road, South 23° 58' 00" East 51.36 feet to a concrete monument set in the northwesterly corner of other lands of the Long Island Rail Road Company;

THENCE running along other land of the Long Island Rail Road Company the following courses and distances:

South 34° 40' 51" West 1000.18 feet;

THENCE running along the arc of a curve to the right having a radius of 2834.93 feet a distance of 335.91 feet;

THENCE South 54° 40' 21" West 820.07 feet;

THENCE North 41° 03' 19" West 109.00 feet;

THENCE due North 119 feet;

THENCE North 45° 00" East 175.97 feet to a concrete monument;

THENCE North 41° 48' 54" West 160 feet to a concrete monument;

THENCE continuing along the same course 59 feet, more or less, to the high water line of Fort Pond Bay;

THENCE running in an easterly and northeasterly direction along the high water line of Fort Pond Bay to land of Sarah J. and Olie S. Tuthill;

THENCE along said land of Sarah J. and Olie S. Tuthill, North 73° 10' 51" East, 127 feet, more or less, to a concrete monument;

THENCE continuing along the same course along said lands of Sarah J. and Olie S. Tuthill, 813 feet to the place of beginning, containing 32.52 acres of land, more or less.

TOGETHER with all riparian rights pertaining and appurtenant thereto.

PARCEL "D"

BEGINNING at a concrete monument the coordinate values of said starting point as established by Montauk Beach Development Corporation being South 4005.04 feet and West 2044.16 feet from U.S. Coast and Geodetic Triangulation Station LOD, and running South 70° 54' 31" East, 242.76 feet to land of the Long Island Rail Road Company;

THENCE running South 73° 10' 51" West along the northerly line of land of the Long Island Rail Road Company, 444.74 feet to a concrete monument;

THENCE running North 43° 19' 50" East along land of Sarah J. and Olie S. Tuthill, 286.07 feet to the place of beginning, containing 0.727 of an acre of land, more or less.

PARCEL "K"

BEGINNING at a concrete monument set in the westerly side of Flamingo Avenue, the coordinate values of said starting point as established by the Montauk Beach Development Corporation being South

3719.03 feet and West 1127.52 feet from the U.S. Coast and Geodetic Triangulation Station LOD; and running

THENCE along the westerly side of Flamingo Avenue South 13° 11' 49" West 24.82 feet to land now or formerly of Montauk Beach Company, Inc.;

THENCE running South 40° 18' 55" West along said land of Montauk Beach Company, Inc., and passing through a granite monument 238.99 feet;

THENCE continuing along said land of Montauk Beach Company, Inc., and along land of A. Bangston, South 73° 15' 42" West, 182.12 feet to a rail monument set in the northeast corner of other land of the Long Island Rail Road Company;

THENCE running South 73° 10' 51" West along other land of the Long Island Rail Road Company, 121 feet, more or less, to Tuthill Pond;

THENCE along the waters of said Tuthill Pond in a general northwesterly direction 163 feet, more or less, to the southerly line of land of Sarah J. and Olie S. Tuthill;

THENCE along said land of Sarah J. and Olie S. Tuthill, North 70° 34' 40" East 607 feet, more or less, to the place of beginning, containing 1.468 acres of land, more or less;

TOGETHER with all right, title and interest in and to the submerged lands under Tuthill Pond which lie immediately contiguous to Parcel "B" and together with all of the appurtenances in and to Parcels "D" and "E".

TOGETHER WITH the improvements and appurtenances and all the estate and rights of the Mortgagor in and to said premises.

TOGETHER ALSO WITH all right, title and interest of the Mortgagor in and to the land lying in the streets or roads adjoining the mortgaged premises.

TOGETHER ALSO WITH any and all awards heretofore made and hereafter to be made by any municipal, County or State authorities to the present and all subsequent owners of the premises herein described, including any award or awards for any change or changes of grade of streets affecting said premises, which said award and awards are hereby assigned to the Mortgagee, and the legal successors and assigns of the Mortgagee; and the said Mortgagee, for the said Mortgagee, and the successors and assigns of the Mortgagee for the interpretation hereof covenant and are cov-

gagee (at its or their option) are hereby authorized, directed and empowered to collect and receive the proceeds of any such award and awards from the authorities making the same and to give proper receipts and acquittances therefor, and to apply the same toward the payment of the amount owing on account of this Mortgage and its accompanying Note, notwithstanding the fact that the amount owing on account of this Mortgage and said Note may not be then due and payable; and the said Mortgagor, for the said Mortgagor, and the legal representatives, successors and assigns of the Mortgagor, hereby covenants and agrees to and with the said Mortgagee, and the successors and assigns of the Mortgagee, upon request of the holder of this Mortgage to make, execute and deliver any and all assignments and other instruments sufficient for the purpose of assigning the aforesaid award and awards to the holder of this Mortgage, free, clear and discharged of any and all encumbrances of any kind or nature whatsoever.

TOGETHER ALSO WITH (1) all buildings, structures, improvements, fixtures and articles of personal property of whatsoever nature constructed or placed upon or located in the said premises and used or intended to be used in connection with the ownership, management, operation, use or occupation thereof, and (2) all buildings, structures, improvements, fixtures and articles of personal property of whatsoever nature at any time hereafter constructed or placed upon or located in the said premises and used or intended to be used in connection with the ownership, management, operation, use or occupation thereof; all of which shall, as between the parties hereto and all those claiming by, through or under them, be considered to be, remain and form part of the realty and all of which shall be deemed a portion of the security for the indebtedness herein mentioned and are demised by the Mortgagor hereby unto the Mortgagee and delivered and intended to be [illegible] hereunto.

braced in this Mortgage; provided, however, that the lien of this Mortgage shall not attach to the property of others (except buildings) located or placed upon the mortgaged premises, and provided further, that with respect to fixtures and personal property which are acquired for other than repair or replacement of fixtures and personal property acquired by the Mortgagor from General Services Administration under deed of even date herewith, the lien of this Mortgage shall be subordinate to any bona fide chattel mortgage or conditional bill of sale covering the same. In the event of the removal of any such property, the Mortgagor shall repair any damage to the mortgaged premises. If the lien of this Mortgage be subject to a conditional bill of sale or chattel mortgage covering any such property, then in the event of any default in this Mortgage all the right, title and interest of the Mortgagor, in and to any and all such property is hereby assigned to the Mortgagee, together with the benefits of any deposits or payments now or hereafter made thereon by the Mortgagor or the predecessors or successors in title to the Mortgagor in the mortgaged premises.

SUBJECT TO the right of the Long Island Rail Road Company to use the existing water distribution system and water mains located in or under Parcel "C" so long as the said distribution system and water mains remain as presently installed and unchanged by the Long Island Rail Road Company, its officers, agents and employees, and its grantees, successors and assigns, or by any other cause.

SUBJECT ALSO to existing easements for public roads and highways, for public utilities, for railroads and pipelines, if any.

THIS MORTGAGE, being a Purchase Money Mortgage, secures a part of the purchase price on a conveyance from the Mortgagee to the Mortgagor bearing even date herewith and delivered and intended to be recorded simultaneously herewith.

The entire unpaid balance of principal due hereunder, or any portion thereof, may be prepaid at any time, without premium or penalty, with interest computed to the date of such prepayment upon thirty (30) days' notice in writing to the holder hereof. Such additional payments shall not defer the due date nor reduce the amount of any instalment herein required to be paid.

AND THE Mortgagor covenants with the Mortgagee as follows:

1. That the Mortgagor will pay the indebtedness as hereinbefore provided.

2. That the Mortgagor will keep the buildings on the premises insured against such risks and in such amounts as hereinafter provided for the benefit of the Mortgagee; that it will assign and deliver the policies to the Mortgagee; and that it will reimburse the Mortgagee for any premiums paid for insurance made by the Mortgagee on the Mortgagor's default in so insuring the buildings or in so assigning and delivering the policies.

3. That no building, structure, or improvement on the said premises shall be removed, demolished or structurally altered in whole or in part without the prior written consent of the Mortgagee. The Mortgagee agrees not to unreasonably withhold consent to alterations, structural or otherwise, or the installation of additional equipment and rehabilitation work provided the same does not impair or lessen the Mortgagee's security.

4. That the whole of said principal sum and interest shall become due at the option of the Mortgagee; after default in the payment of any instalment of principal for 10 days or of interest for 10 days; or after default in the payment of any tax, water rate or assessment for 10 days after notice and demand; or after default after notice and demand either in assigning and delivering the policies insuring the buildings against loss by fire or in reimbursing the Mortgagee for premiums paid on such insurance, as hereinbefore provided; or after default upon request in furnishing a statement of the amount due on the Mortgage and whether any offsets or defenses exist against the Mortgage debt, as hereinafter provided.

5. That the holder of this Mortgage, in any action to foreclose it, shall be entitled (without notice and without regard to the adequacy of any security for the debt) to the appointment of a receiver of the rents and profits of said premises; and in the event of any default

in paying said principal or interest, such rents and profits are hereby assigned to the holder of this Mortgage as further security for the payment of said indebtedness.

6. The Mortgagor will pay all taxes, assessments or water rates, and in default thereof the Mortgagee may pay the same. The Mortgagor will also pay and discharge or cause to be paid and discharged all fines, impositions and other Governmental charges lawfully levied and imposed upon or in respect of the mortgaged property or any part thereof and any other charge which, if unpaid, would become a lien or charge thereon prior to the lien of this Mortgage or have priority or equality in the distribution of the proceeds of any sale of the mortgaged property or any part thereof, and the Mortgagor will not suffer any statutory or other lien which might or could be prior or equal to the lien of this Mortgage to be created or to remain outstanding upon any of the mortgaged property.

7. That the Mortgagor within 15 days upon written request served personally or within 30 days upon request served by mail will furnish a written statement duly acknowledged of the amount due on this Mortgage and whether any offsets or defenses exist against the Mortgage debt.

8. That notice and demand or request must be in writing and may be served in person or by mail.

9. That the Mortgagor warrants the title to the premises.

10. That in case of a sale, said premises, or so much thereof as may be affected by this Mortgage, may be sold in one parcel.

11. That the whole of the principal sum shall become due at the option of the holder of this Mortgage after default for thirty days after notice and demand in the payment of any installment of any assessment for local improvement heretofore or hereafter laid which is or may become payable in annual installments, and which has affected, now affects or hereafter may affect the said premises, notwithstanding that such installments be not due and payable at the time of such notice and demand; that the whole of said principal sum shall become due at the option of the holder of this Mortgage after failure for thirty days after notice and demand to exhibit to the holder of this Mortgage receipted bills for any tax, water rate or assessment herein referred to; that

the whole of said principal sum shall become due at the option of the holder of this Mortgage upon the actual or threatened demolition or removal of any building erected or to be erected upon said premises, and that in the event of such demolition or removal of any building the interest on the indebtedness secured by this Mortgage shall be at the rate of six per centum per annum from the date of the commencement of such demolition or removal, if such interest rate at that time be less than six per centum per annum; that the whole of said principal sum shall become due at the option of the holder of this Mortgage upon any default in keeping the buildings on the premises insured as required by paragraph numbered "2" above and by paragraph numbered "17" below.

12. That in the event of the passage after the date of this Mortgage of any law of the State of New York, deducting from the value of land for the purposes of taxation any lien thereon, or changing in any way the laws for the taxation of Mortgages or debts secured by Mortgage for State or local purposes, of the manner of the collection of any such taxes, so as to affect this Mortgage, the holder of this Mortgage and of the debt which it secures shall have the right to give thirty days' written notice to the owner of the land requiring the payment of the Mortgage debt, and that if such notice be given, the said debt shall become due, payable and collectible at the expiration of said thirty (30) days.

13. That if any action or proceeding be commenced (except an action to foreclose this Mortgage or to collect the debt secured thereby), to which action or proceeding the holder of this Mortgage is made a party, or in which it becomes necessary to defend or uphold the lien of this Mortgage, all sums paid by the holder of this Mortgage for the expense of any litigation to prosecute or defend the rights and lien created by this Mortgage (including reasonable counsel fees) shall be paid by the Mortgagor, together with the interest thereon at the rate of six percent, per annum, and any such sum and the interest thereon shall be a lien on said premises, prior to any right or title to, interest in or claim upon said premises attaching or accruing subsequent to the lien of this Mortgage, and shall be deemed to be secured by this Mortgage and by the Note which it secures. In any action or proceeding to foreclose this Mortgage, or to recover or collect the debt secured thereby, the provisions of law respecting the recovery of costs, disbursements and allowances shall pre-

vail unaffected by this covenant.

14. That the whole of said principal sum shall become due at the option of the Mortgagee if the buildings on said premises are not maintained in reasonably good repair, after notice of the condition of the building is given to the Mortgagor, or upon the failure of any owner of said premises to comply with the requirements of any Governmental department claiming jurisdiction within three (3) months after an order making such requirement has been issued by said Department, or upon the failure of any owner of said premises or any person holding under said owner as tenant, lessee, or otherwise to comply with all statutes, orders, requirements or decrees relating to said premises by any Federal, State or municipal authority.

15. That in the event of any default hereunder, if the Mortgagor or any subsequent owner is occupying any part of the premises, it is hereby agreed that a reasonable rental for the part so occupied shall be paid by the occupant monthly in advance to the Mortgagee or to a receiver appointed as herein provided, and upon the appointment of such a receiver, such receiver may take possession of said premises from the Mortgagor or any owner thereof and collect any and all rents.

16. That, in compliance with Section 13 of the Lien Law, the Mortgagor will receive the advances secured by this Mortgage and will hold the right to receive such advances as a trust fund to be applied first for the purpose of paying the cost of improvement, and that the Mortgagor will apply the same first to the payment of the cost of improvement before using any part of the total of the same for any other purpose.

17. That the Mortgagor, its successors and assigns will during all the time until the money secured by the Mortgage shall be fully paid and satisfied, keep the buildings erected or to be erected on the premises insured against loss or damage by fire with extended coverage in an amount of $750,000, sprinkler leakage coverage in an amount of $185,000, and boiler insurance covering the high pressure boiler, when in use, in an amount of $50,000, and in a company or companies and in a form or forms to be approved by the Mortgagee, and will assign and deliver the policy or policies of such insurance to the Mortgagee, its successors or assigns, loss under which policy or policies shall have been made payable to the Treasurer of the United States for account of

all interests, so and in such manner and form that he and they shall at all times and until the full payment of said moneys, have and hold the said policy or policies as a collateral and further security for the payment of said moneys, and in default of so doing, that the Mortgagee or its successors or assigns, may make such insurance from year to year, in similar amounts and similar coverage as above provided, for the purposes aforesaid, and pay the premium or premiums therefor, and that the Mortgagor will pay to the Mortgagee, its successors or assigns, such premium or premiums so paid, with interest from the time of payment, on demand, and that the same shall be deemed to be secured by the Mortgage, and shall be collectible thereupon and thereby in like manner as the principal moneys, and in default of such payment by the Mortgagor, its successors or assigns, or of assignment and delivery of policies made payable as aforesaid, the whole of the principal sum and interest secured by the Mortgage shall, at the option of the Mortgagee, its successors or assigns, immediately become due and payable, and that should the holder of the Mortgage by reason of such insurance receive any sum or sums of money for such damage such amount may be retained and applied by the holder of the Mortgage toward payment of the sum secured by the Mortgage, or the same may be paid over either wholly or in part to the Mortgagor or to the successors or assigns of the Mortgagor for the repair of said buildings or for the erection of new buildings in their place, or for any other purpose or object satisfactory to the holder of the Mortgage, and if the Mortgagee receive and retain insurance money for such damage to said premises, the lien of the Mortgage shall be affected only by a reduction of the amount of said lien by the amount of such insurance money received and retained by said Mortgagee.

18. That the Mortgagor will give immediate notice by mail to the Mortgagee of any fire damage or other casualty to the premises or of any conveyance, transfer or change of ownership of the premises.

19. That upon any default by the Mortgagor in the compliance with or performance of any of the terms, covenants or conditions of this Mortgage or of the Note which it is given to secure, the Mortgagee may at its option remedy such default (including the making of such insurance by such companies, through such agencies, in amounts, with clauses, and for such period as may be determined by the Mortgagee in case of the failure of the Mortgagor to maintain insurance as herein required) and all

sums paid in so doing (including reasonable attorneys' fees), together with interest thereon at six percent (6%) per annum may be added to the debt secured by this Mortgage and shall be repaid to the Mortgagee upon demand. Any such sum and the interest thereon shall be a lien on the premises, prior to any right, or title to, interest in or claim upon the premises attaching or securing subsequent to the lien of this Mortgage, and shall be deemed to be secured by this Mortgage.

20. That the whole of said principal sum shall immediately become due and payable without notice or demand, at the option of the Mortgagee, upon the appointment of a receiver or liquidator, whether voluntary or involuntary, for the Mortgagor or for any of its property, the filing of a petition by or against the Mortgagor for the purpose of adjudicating the Mortgagor as insolvent or bankrupt, or an assignment for the benefit of creditors, unless said appointment or petition shall be vacated within thirty (30) days.

21. That the Mortgagor will not resell the property covered by this Mortgage while any of the indebtedness secured by this Mortgage remains unpaid, without the prior written authorization of the Administrator of General Services or successor to such resale.

IN WITNESS WHEREOF, this Mortgage has been duly executed by the Mortgagor.

GOBLE AIRCRAFT SPECIALTIES, INC.

By /s/ Gene N. Goble Pres.

(SEAL)

ATTEST:

_____
Secretary

STATE OF NEW YORK)
: ss.:
COUNTY OF New York)

On the 21st day of April, 1950, before me came Gene N. Gable to me known, who, being by me duly sworn, did depose and say that he resides at 30 [illegible] that he is President of [illegible] INC., the corporation described in, and which executed the foregoing instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation; and that he signed his name thereto by like order.

/s/ [illegible]

Q-4

APRIL 26, 1995 TOWN OF EAST HAMPTON PAGE: 455
CROSS REFERENCE LISTING BY TAX MAP NUMBER

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
PORT ROYAL OWNERS CORP	NAVY RD MONTAUK NY	11954	21,000.00 62,225.00	1	472489-27.-2-2.1-

APRIL 26, 1995 TOWN OF EAST HAMPTON PAGE: 463
CROSS REFERENCE LISTING BY TAX MAP NUMBER

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
SWANSON TIMOTHY	817 S. LONG BEACH AVE. FREEPORT NY	11520	0.00 1,905.00	1	472489-27.1-1-1.-
VILLANO KENNETH	3543 WADENA ST SEAFORD NY	11783	0.00 1,905.00	1	472489-27.1-1-2.-
TANG ARTHUR	78 MAPLE DR NEW HYDE PARK NY	11040	0.00 1,905.00	1	472489-27.1-1-3.-

CROSS REFERENCE LISTING BY TAX MAP NUMBER

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
DUNIGAN TAGG	157 VINEYARD RD HUNTINGTON NY	11743	0.00 1,905.00	1	472489-27.1-1-4.-
AFFENITA ALFRED P	15 ARLINGTON RD RONKONKOMA NY	11779	0.00 1,906.00	1	472489-27.1-1-5.-
BROWN RICHARD	16 CHANTICLEER DR ISLIP NY	11751	0.00 1,905.00	1	472489-27.1-1-6.-
BARTON THOMAS	1824 MADISON PL BROOKLYN NY	11229	0.00 1,905.00	1	472489-27.1-1-7.-
RUGGIRELLO JOSEPH	75 EDGEWOOD AVE SMITHTOWN NY	11787	0.00 1,905.00	1	472489-27.1-1-8.-
MILONE RONALD	2684 HOWELL ST. BALDWIN NY	11510	0.00 1,905.00	1	472489-27.1-1-9.-
MARCELLINO CARL	30 CHESHIRE AVE SYOSSET NY	11791	0.00 1,905.00	1	472489-27.1-1-10.-
RITTER JOAN	33-04 93RD ST JACKSON HEIGHTS NY	11372	0.00 1,905.00	1	472489-27.1-1-11.-
BRANCATO DANA	RD#1 BOX 132A U12 MONTAUK NY	11954	0.00 1,905.00	1	472489-27.1-1-12.-
DELUCA JOHN	333 VANDERBILT AVE ISLAND PARK NY	11558	0.00 1,905.00	1	472489-27.1-1-13.-
FLANIGAN DANIEL A	111 MAILLER AVE CORNWALL NY	12518	0.00 1,906.00	1	472489-27.1-1-14.-
BRICCA JAMES	4483 NEW YORK AVE ISLAND PARK NY	11558	0.00 1,905.00	1	472489-27.1-1-15.-
VALLARIO PAUL C/O M & V PROVISIONS	127-129 NORTH 6TH ST BROOKLYN NY	11211	0.00 1,906.00	1	472489-27.1-1-16.-

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
HAYES COLE	356 WEST NECK RD HUNTINGTON NY	11743	0.00 1,905.00	1	472489-27.1-1-17.-
DITTA ANGELO J	457 NORTH NIAGRA AVE LINDENHURST NY	11757	0.00 1,905.00	1	472489-27.1-1-18.-
CABRERA JOSE	101 S BAY DR MASSAPEQUA NY	11758	0.00 2,484.00	1	472489-27.1-1-19.-
HAMMESFAHR WILLIAM	100 OL EETA RD MT SINAI NY	11766	0.00 1,327.00	1	472489-27.1-1-20.-
MARGARITIS GEORGE H	213 PEACH TREE DR EAST NORWICH NY	11732	0.00 2,484.00	1	472489-27.1-1-21.-
FUSARO JOSEPH P	105A GAIL CT EAST NORTHPORT NY	11731	0.00 1,327.00	1	472489-27.1-1-22.-
BRICCA LAURENCE	4483 NEW YORK AVE ISLAND PARK NY	11558	0.00 1,905.00	1	472489-27.1-1-23.-
SCHWARTZ DANIEL	4 BRIAN LA EAST NORTHPORT NY	11731	0.00 1,905.00	1	472489-27.1-1-24.-
PRICE HERBERT	4039 HOWARD AVE SEAFORD NY	11783	0.00 1,905.00	1	472489-27.1-1-25.-
SALMON DOUGLAS	206 HILLCREST AVE LEONIA NJ	07605	0.00 1,905.00	1	472489-27.1-1-26.-
BIRBIGLIA VINCENT P	31 10TH AVE FARMINGDALE NY	11735	0.00 1,905.00	1	472489-27.1-1-27.-
CHRISTIANI DANIEL	160-14 12TH AVE BEECHURST NY	11357	0.00 1,905.00	1	472489-27.1-1-28.-
BALLAS ROBERT L	8 BIRCH PL FARMINGDALE NY	11735	0.00 1,905.00	1	472489-27.1-1-29.-

CROSS REFERENCE LISTING BY TAX MAP NUMBER

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
DABBENE JOHN R	63 WILMINGTON DR MELVILLE NY	11747	0.00 1,905.00	1	472489-27.1-1-30.-
MILONE THOMAS	8 KARL CT MEDFORD NY	11763	0.00 1,905.00	1	472489-27.1-1-31.-
CASTAGNE EDWARD	515 JACKSON ST BALDWIN NY	11510	0.00 1,905.00	1	472489-27.1-1-32.-
MORGENSTERN RICHARD	8 SALTAIRE PLACE MASSAPEQUA NY	11758	0.00 2,484.00	1	472489-27.1-1-33.-
GALLUCCI AIMEE A	162 BEARDSLEY PKY TRUMBULL CT	06611	0.00 1,327.00	1	472489-27.1-1-34.-
SCHWARZ ROBERT K.	64 GROVE ST. GLENWOOD LANDIN NY	11547	0.00 1,905.00	1	472489-27.1-1-35.-
RANDAZZO NICHOLAS	134-15 58TH RD FLUSHING NY	11355	0.00 1,905.00	1	472489-27.1-1-36.-
JAKOBSEN WILLIAM J	19 WILLIAMSBURG DR FORT SALONGA NY	11768	0.00 2,484.00	1	472489-27.1-1-37.-
CARRANO ROBERTA	APT 3B 2 SPRUCE ST GREAT NECK NY	11021	0.00 1,327.00	1	472489-27.1-1-38.-
GALLAGHER JAMES F	70 DAISY AVE FLORAL PARK NY	11001	0.00 2,484.00	1	472489-27.1-1-39.-
COLAIO VICTOR J	11 MONTANA ST HICKSVILLE NY	11801	0.00 1,327.00	1	472489-27.1-1-40.-
HEALY PATRICIA A	2 SPRUCE ST GREAT NECK NY	11021	0.00 1,905.00	1	472489-27.1-1-41.-
WATERS GEORGE R	303 93RD ST BROOKLYN NY	11209	0.00 1,905.00	1	472489-27.1-1-42.-

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
SIMRAN REALTY CORP	65 COMMERCE DR HAUPPAUGE NY	11788	0.00 2,484.00	1	472489-27.1-1-43.-
KREIDER JAMES F	9 GULL DR HAUPPAUGE NY	11788	0.00 1,327.00	1	472489-27.1-1-44.-
ANESER JOHN	41 BOLAN DR HUNTINGTON STAT NY	11746	0.00 1,905.00	1	472489-27.1-1-45.-
GANCI JOSEPH J	27-41 165TH ST FLUSHING NY	11358	0.00 1,905.00	1	472489-27.1-1-46.-
FORMAN JONATHAN E	4 NORMAN COURT DIX HILLS NY	11746	0.00 1,905.00	1	472489-27.1-1-47.-
LOBEL DEBRA	78A PARK PL EAST HAMPTON NY	11937	0.00 1,905.00	1	472489-27.1-1-48.-
HARTE JOHN	27 PETER LYNAS CT TENAFLY NJ	07670	0.00 1,905.00	1	472489-27.1-1-49.-
MC CLELLAN MICHAEL M	134 BALDWIN AVE LOCUST VALLEY NY	11560	0.00 1,905.00	1	472489-27.1-1-50.-
ESPOSITO LOUIS	2695 HOWELL ST BALDWIN NY	11510	0.00 1,905.00	1	472489-27.1-1-51.-
GOODMAN MARVIN	12 MELROSE LA COMMACK NY	11725	0.00 1,905.00	1	472489-27.1-1-52.-
MISTRETTA HENRY R	RD#1 BOX 132A 23 FORT POND RD MONTAUK NY	11954	0.00 1,905.00	1	472489-27.1-1-53.-
AMBROSIO JOSEPH	1029 N RICHMOND AVE LINDENHURST NY	11757	0.00 1,905.00	1	472489-27.1-1-54.-
GAIL MARTHA M.	167 DIVISION AVE MASSAPEQUA NY	11758	0.00 1,905.00	1	472489-27.1-1-55.-

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
LANG AXEL	IM GSCHWAND 21 D-8108 KRUN		0.00 1,905.00	1	472489-27.1-1-56.-
SPELYNG EDWARD	53 ROSE ST. SMITHTOWN NY	11787	0.00 1,905.00	1	472489-27.1-1-57.-
RITER SAUL	6 CAMDEN PL. NEW HYDE PARK NY	11040	0.00 1,905.00	1	472489-27.1-1-58.-
FOGARTY PATRICK	4 JOHN ST GARDEN CITY NY	11530	0.00 2,484.00	1	472489-27.1-1-59.-
MAYER PAUL	10 DOGWOOD LA NEWBURG NY	12550	0.00 1,327.00	1	472489-27.1-1-60.-
VOUKIDES JOAN E	3801 HUDSON MANOR TERR RIVERDALE NY	10463	0.00 1,905.00	1	472489-27.1-1-61.-
MAYER PAUL S	10 DOGWOOD LA NEWBURGH NJ	12550	0.00 1,905.00	1	472489-27.1-1-62.-
ALLEN JOHN P.	110 PILGRIM LANE WESTBURY NY	11590	0.00 1,905.00	1	472489-27.1-1-63.-
NAPOLITANO MICHAEL	5 BERKSHIRE CT PORT JEFFERSON NY	11777	0.00 1,905.00	1	472489-27.1-1-64.-
CRUISE HOLIDAYS INC.	NORTHERN BLVD GREAT NECK NY	11021	0.00 1,905.00	1	472489-27.1-1-65.-
DEROSE MARY	28 ROOSEVELT AVE EAST NORTHPORT NY	11731	0.00 1,905.00	1	472489-27.1-1-66.-
RICCIUTI ROBERT	WAYNE DR NORTHPORT NY	11768	0.00 1,905.00	1	472489-27.1-1-67.-
MASSARO LOUIS J	724 MIDDLE NECK RD GREAT NECK NY	11024	0.00 1,905.00	1	472489-27.1-1-68.-

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
ARMADOROS GEORGE	139-31 QUEENS BLVD QUEENS NY	11435	0.00 1,905.00	1	472489-27.1-1-69.-
HOLBROOK MORRIS	APT 5H 140 RIVERSIDE DR NEW YORK NY	10024	0.00 1,905.00	1	472489-27.1-1-70.-
GUTMANSTEIN ARTHUR	19 PASTURE LA OLD BETHPAGE NY	11804	0.00 1,905.00	1	472489-27.1-1-71.-
WENIG JEFFREY	9 DICKENS AVE DIX HILLS NY	11746	0.00 1,905.00	1	472489-27.1-1-72.-
LIEBERMAN JAY	139 SUNSET AVE ISLAND PARK NY	11558	0.00 1,905.00	1	472489-27.1-1-73.-
STOPFORD MICHAEL	311 E 54TH ST NEW YORK NY	10022	0.00 1,905.00	1	472489-27.1-1-74.-
FINN GEORGE ALAN	45 CENTER COURT ROSLYN HEIGHTS NY	11577	0.00 1,905.00	1	472489-27.1-1-75.-
JAKOBSEN WILLIAM J	UNIT 76 23 FORT POND RD MONTAUK NY	11954	0.00 1,905.00	1	472489-27.1-1-76.-
TISCHFIELD DIANE	41 PURDY CT ROCKVILLE CENTR NY	11570	0.00 1,905.00	1	472489-27.1-1-77.-
MARRAZZO FRANK	78 EDGEMERE ST MONTAUK NY	11954	0.00 1,905.00	1	472489-27.1-1-78.-
DANIELS ALLYSON	3680 ROUTE 112 CORAM NY	11727	2,300.00 2,300.00	1	472489-27.1-1-80.1-
BARONE ALFRED	3680 ROUTE 112 CORAM NY	11727	1,000.00 1,000.00	1	472489-27.1-1-80.2-
EAST HAMPTON TOWN HOUSING AUTH	159 PANTIGO RD EAST HAMPTON NY	11937	0.00 30,000.00	1	472489-27.1-1-81.-

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
SUFFOLK COUNTY PROPERTY	C/O COUNTY TREASURER COUNTY CENTER RIVERHEAD NY	11901	550.00 550.00	1	472489-27.1-1-82.-
DICARMINE DENNIS	325 BELLEVUE AVE YONKERS NY	10703	0.00 1,904.00	1	472489-27.1-2-1.-
WANDERER PAUL T	RR #3 BOWAY RD SOUTH SALEM NY	10590	0.00 1,904.00	1	472489-27.1-2-2.-
NASSHORN ESTELLE	246 SENECA AVE. DIX HILLS NY	11746	0.00 1,904.00	1	472489-27.1-2-3.-
HORVATH MICHAEL	11 WINTERGREEN DR W MELVILLE NY	11747	0.00 1,904.00	1	472489-27.1-2-4.-
VALENTI INNOCENZIO	41 PURDY CT ROCKVILLE CENTR NY	11570	0.00 2,482.00	1	472489-27.1-2-5.-
O'SHEA JOHN J	28 BREWSTER AVE FORT SALONGA NY	11768	0.00 1,327.00	1	472489-27.1-2-6.-
REGATEIRO ARMAND	8 GOLDFINCH LA HUNTINGTON NY	11743	0.00 2,482.00	1	472489-27.1-2-7.-
LEVY JAY	1046 CHANNEL DR. HEWLETT HARBOR NY	11557	0.00 1,327.00	1	472489-27.1-2-8.-
LABY MORTON R	19 WASHINGTON AVE SETAUKET NY	11733	0.00 1,904.00	1	472489-27.1-2-9.-
ROUGH WATER LIMITED PARTNERSHIP C/O MARSHALL D GIBSON	2 WHITNEY AVE NEW HAVEN CT	06510	0.00 1,904.00	1	472489-27.1-2-10.-
CARATHANASSIS EMMANUEL	92 DANA PL. ENGLEWOOD NJ	07631	0.00 1,904.00	1	472489-27.1-2-11.-
ROUGH WATER LIMITED PARTNERSHIP C/O MARSHAL D GIBSON	2 WHITNEY AVE NEW HAVEN CT	06510	0.00 1,904.00	1	472489-27.1-2-12.-

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
SAK EMILY L	36 BLUEPOINT RD SELDEN NY	11784	0.00 1,904.00	1	472489-27.1-2-13.-
ADELSON SAMUEL	9 RALEIGH DR NEW CITY NY	10956	0.00 1,904.00	1	472489-27.1-2-14.-
MARKEZIN ERNEST J	APT 12E 250 S END AVE NEW YORK NY	10280	0.00 2,482.00	1	472489-27.1-2-15.-
SINICKI SHEILA J	51 BIRCHWOOD PARK DR SYOSSET NY	11791	0.00 1,327.00	1	472489-27.1-2-16.-
COHEN MICHAEL	1273 E. 54TH ST. BROOKLYN NY	11234	0.00 2,482.00	1	472489-27.1-2-17.-
WILKOV JENNIFER S	APT 1D 236 E 36TH ST NEW YORK NY	10016	0.00 1,327.00	1	472489-27.1-2-18.-
KULCHINSKY SEYMOUR	4 KALB CRT. DIX HILLS NY	11746	0.00 1,904.00	1	472489-27.1-2-19.-
SWEENEY ROBERT K	148 S HIGH ST LINDENHURST NY	11757	0.00 1,904.00	1	472489-27.1-2-20.-
RYAN EDWARD	3 SYDNEY ST. PLAINVIEW NY	11803	0.00 1,904.00	1	472489-27.1-2-21.-
VOTINO THOMAS	16 LUMUR DR SAYVILLE NY	11782	0.00 1,904.00	1	472489-27.1-2-22.-
COE ANNE	175 W. 12TH ST. APT. 6H NEW YORK NY	10011	0.00 1,904.00	1	472489-27.1-2-23.-
ROONEY MICHAEL P	10 PAINE AVE FARMINGDALE NY	11735	0.00 1,904.00	1	472489-27.1-2-24.-
POTENZA CLIFFORD W	38 WOODY LA NORTHPORT NY	11768	0.00 1,904.00	1	472489-27.1-2-25.-

CROSS REFERENCE LISTING BY TAX MAP NUMBER

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
CHIAFFONE JOSEPH	172 SUNFLOWER LA ISLANDIA NY	11722	0.00 1,904.00	1	472489-27.1-2-26.-
FISH RICHARD E	15 LONG MEADOW PL SOUTH SETAUKET NY	11720	0.00 1,904.00	1	472489-27.1-2-27.-
PISKORZ BENJAMIN	57 WHEATFIELD LA COMMACK NY	11725	0.00 1,904.00	1	472489-27.1-2-28.-
BLANCO REINALDO L	49 TEANECK DR EAST NORTHPORT NY	11731	0.00 2,482.00	1	472489-27.1-2-29.-
FERNANDEZ ROBERTO	514 ADELPHI ST EAST MEADOW NY	11554	0.00 1,327.00	1	472489-27.1-2-30.-
MUNZ GEORGINA	9 CEDAR HILL RD MILLER PLACE NY	11764	0.00 1,904.00	1	472489-27.1-2-31.-
RINE PHILIP	114 BLOCK BLVD MASSAPEQUA NY	11762	0.00 1,904.00	1	472489-27.1-2-32.-
SMITH IRA J	66 OAK RIDGE DR VOORHEES NJ	08043	0.00 2,482.00	1	472489-27.1-2-33.-
TETMEYER EILEEN	76 SCHERER BLVD FRANKLIN SQUARE NY	11010	0.00 2,482.00	1	472489-27.1-2-35.-
CAUCHARD RONALD	491 WEYMOUTH DR WYCKOFF NJ	07481	0.00 2,653.00	1	472489-27.1-2-36.1-
MINUTO ANTHONY A	115 ROUGHRIDERS MONTAUK NY	11954	0.00 2,482.00	1	472489-27.1-2-37.-
MAHONEY EDWARD J	25 ELIZABETH DR BETHPAGE NY	11714	0.00 2,482.00	1	472489-27.1-2-39.-
MARCUS BARRY	3147 LEE PL BELLMORE NY	11710	0.00 2,653.00	1	472489-27.1-2-40.1-

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
ROSENZWEIG DAVID	42 MARLOW RD VALLEY STREAM NY	11580	0.00 2,482.00	1	472489-27.1-2-41.-
LANGDON ROBERT	14 PEARL CT SAYVILLE NY	11782	0.00 2,482.00	1	472489-27.1-2-43.-
COCOLICCHIO SALVATORE	214-12 27TH AVE BAYSIDE NY	11360	0.00 2,653.00	1	472489-27.1-2-44.1-
PERRY JOAN	2 THATCH POND RD SMITHTOWN NY	11787	0.00 1,904.00	1	472489-27.1-2-45.-
O'HARA CHARLES A	723 WOODFIELD RD WEST HEMPSTEAD NY	11552	0.00 1,904.00	1	472489-27.1-2-46.-
LEARY THOMAS	73 CROCUS AVE FLORAL PARK NY	11001	0.00 1,904.00	1	472489-27.1-2-47.-
LORENTE MAUREEN D	133-35 114TH PL SOUTH OZONE PAR NY	11420	0.00 1,904.00	1	472489-27.1-2-48.-
PATLAK CLIFFORD	209 OWASCO DR PORT JEFFERSON NY	11777	0.00 1,904.00	1	472489-27.1-2-49.-
ANDISIO JAMES	17 W MIDDLE TPKE MANCHESTER CT	06040	0.00 1,904.00	1	472489-27.1-2-50.-
QUINN DANIEL J	2 WAVY LA WANTAGH NY	11793	0.00 1,904.00	1	472489-27.1-2-51.-
MALKUSH MIKE W	16 JOSEPHINE BLVD SHOREHAM NY	11786	0.00 1,904.00	1	472489-27.1-2-52.-
LINDOVER DONALD	APT 45 55 W 11TH ST NEW YORK NY	10011	0.00 1,904.00	1	472489-27.1-2-53.-
CAGGIANO MICHAEL	PO BOX 321 HOLLBROOK NY	11741	0.00 1,904.00	1	472489-27.1-2-54.-

OWNER	ADDRESS		ZIP	LAND/TOTAL	RS	TAX MAP
ARAKEL ROBERT R	11 MILL LA LEVITTOWN	NY	11756	0.00 1,904.00	1	472489-27.1-2-55.-
ADAMO SALVATORE	95 SMITH ST DEER PARK	NY	11729	0.00 1,904.00	1	472489-27.1-2-56.-
CONTI JOHN V	1641 BROADWAY NEW HYDE PARK	NY	11040	0.00 2,482.00	1	472489-27.1-2-57.-
GEE LINDA	15 SOMERSET PL DEER PARK	NY	11729	0.00 1,327.00	1	472489-27.1-2-58.-
WILKINS PAUL M	242 HAMLET DR JERICHO	NY	11753	0.00 2,482.00	1	472489-27.1-2-59.-
COHEN ROBERT L	336 WEST END AVE NEW YORK	NY	1023	0.00 1,327.00	1	472489-27.1-2-60.-
RIZZO CHARLES	2 LILLIAN CRT. SANDS POINT	NY	12153	0.00 2,482.00	1	472489-27.1-2-61.-
TUFTS DAVID J.	60 E. 8TH ST. NEW YORK	NY	10003	0.00 1,327.00	1	472489-27.1-2-62.-
DARMODY RICHARD F	12 KENT COMMONS YAPHANK	NY	11980	0.00 2,482.00	1	472489-27.1-2-63.-
MC KINLEY THOMAS	28 BEAVER LA EAST SETAUKET	NY	11733	0.00 1,327.00	1	472489-27.1-2-64.-
MCGRATH WILLIAM	8 BRENTWOOD AVE. FREEHOLD	NJ	07728	0.00 1,904.00	1	472489-27.1-2-65.-
BERGER CHRISTIAN D	8 HAMILTON LA HUNTINGTON	NY	11743	0.00 1,904.00	1	472489-27.1-2-66.-
COCOLICCHIO SALVATORE J	214-12 27TH AVE BAYSIDE	NY	11360	0.00 1,904.00	1	472489-27.1-2-67.-

OWNER	ADDRESS	ZIP	LAND/TOTAL	RS	TAX MAP
MARCUS ALAN	APT 10F 10 PLAZA ST BROOKLYN NY	11238	0.00 1,904.00	1	472489-27.1-2-68.-
METSCH VICTOR M.	2 DUXBURY RD. GREAT NECK NY	11023	0.00 1,904.00	1	472489-27.1-2-69.-
KRACOV MELVIN	APT 54 6010 BOULEVARD EAST WEST NEW YORK NJ	07093	0.00 1,904.00	1	472489-27.1-2-70.-
REITER STEVE J.	1 OLD COLONY LANE GREAT NECK NY	11023	0.00 1,904.00	1	472489-27.1-2-71.-
VILLAS AT MONTAUK ASSOC	112 3680 RT CORAM NY	11727	0.00 1,904.00	1	472489-27.1-2-72.-
EAST HAMPTON TOWN	159 PANTIGO RD EAST HAMPTON NY	11937	0.00 7,250.00	8	472489-27.1-2-74.-

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE, AREA 'B'
SUFFOLK COUNTY
MONTAUK LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

APPENDIX H

NEWSPAPERS/JOURNALS

APPENDIX H

NEWSPAPERS/JOURNALS

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H-4 "Camp Wikoff", March/June/August 1898, (B-39).

H-5 "Montauk's First Naval Air Station, June 1944 and various newspaper articles on the Naval Air Station from 1917 to 1920, (B-40).

H-6 Various "Military Camp for Montauk", from May 1921 to May 1924, (B-41).

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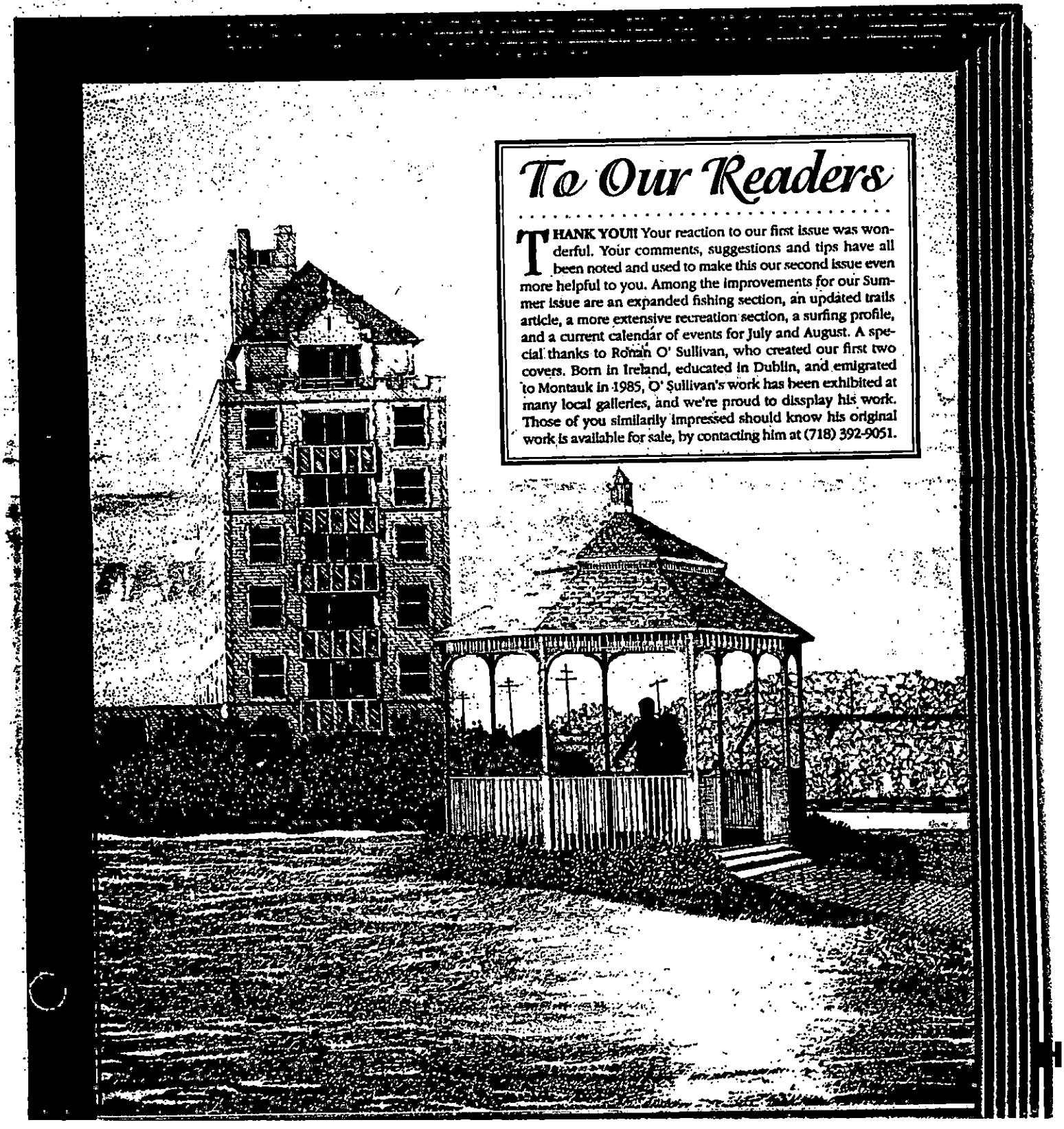
H-10 "Army Planes to Hold Target Practice Here", July 23, 1936, (B-45).

FREE

JULY/AUGUST 1995

MONTAUK Life

THE NEW VOICE FOR THE MONTAUK COMMUNITY



To Our Readers

THANK YOU!! Your reaction to our first issue was wonderful. Your comments, suggestions and tips have all been noted and used to make this our second issue even more helpful to you. Among the improvements for our Summer issue are an expanded fishing section, an updated trails article, a more extensive recreation section, a surfing profile, and a current calendar of events for July and August. A special thanks to Ronan O' Sullivan, who created our first two covers. Born in Ireland, educated in Dublin, and emigrated to Montauk in 1985, O' Sullivan's work has been exhibited at many local galleries, and we're proud to dissplay his work. Those of you similarily impressed should know his original work is available for sale, by contacting him at (718) 392-9051.

Montauk The War Years

By Kirby Marcantonio

IN THE SUMMER OF 1941, MONTAUK WAS A HAVEN OF INNOCENCE, IN AN INCREASINGLY HOSTILE WORLD. HALF FISHING VILLAGE, HALF SUMMER RESORT, IT EXISTED IN SUBLIME ISOLATION AT THE FAR END OF LONG ISLAND A COMPLETE DINNER AT THE MONTAUK TAVERN ONLY COST .35¢, THE LOCAL CINEMA OFFERED A DOUBLE FEATURE FOR A NICKEL, AND THE GRADUATING CLASS OF THE MONTAUK ELEMENTARY SCHOOL NUMBERED SIX. ALTHOUGH STORM CLOUDS GATHERED OVER EUROPE AND THE PACIFIC, MONTAUK, LIKE MOST OF AMERICA, PAID NO ATTENTION. PEARL HARBOR CHANGED ALL THAT, AND BY THE SPRING OF 1942, MONTAUK AND ITS MEN AND WOMEN WERE KNEE DEEP IN THE WATER. THIS IS THEIR STORY.

When the Japanese bombed Pearl Harbor on December 7, 1941, the United States was caught off guard, unprepared for combat. In those dark, early days our troops found themselves not only outmanned, but outgunned by better armed German and Japanese forces. Where we flew 1930 era P-40's, the Japanese filled the skies with swarms of lethal Zero's. When our lightly armed tanks took the field, they were outgunned by top of the line German Panzers. While our World War I era destroyers struggled valiantly to protect convoys crossing the Atlantic to Britain, wolfpacks of treacherous U-boats homed in for the kill.

Unfortunately, a country prepared for peace wasn't able to instantly rearm its understaffed, ill-equipped forces to match its enemies' years of planning and provisioning. It would take years to design and mass produce the weapons of war that would ultimately turn the tide - the P-51 Mustang, Sherman tank, B-17 Flying Fortress, Forestall class carriers and the many other tools the US fielded to defeat our foes.

One of the few areas the US did enjoy was a technical edge of submarines. Our Gato class sub was larger, faster, capable of diving deeper, and staying on patrol longer than its Japanese counterpart. At war's start, our fleet of 45 subs set sail from their home ports throughout the Pacific, to harass the Japanese fleet. Since most of our surface fleet in the Pacific had been knocked out of action at Pearl Harbor, subs were our best bet to inflict immediate damage on the enemy. However, good as they were, their long range torpedoes were notoriously unreliable. Many times a sub would stalk its target, move into range, and fire a round only to see its torpedoes miss their target or fail to detonate on impact. Our torpedoes were so erratic, some even doubled back on their own subs! Entire missions were wasted on bad torpedoes, and the Navy realized they had to develop a more reliable one or risk losing the Pacific War.

The Navy found its answer here in Montauk on Fort Pond Bay. There in 1942, the Navy built a massive new facility to develop and test the new generation of torpedoes that would win the war. Montauk was a logical choice - a lightly settled area guaranteed total security, a body of water at Fort Pond Bay deep enough to bring the biggest Navy ship into, and a natural bay wide enough to safely test fire and recover torpedoes. Besides, Montauk had already served the military well over the years. Teddy Roosevelt and his 3,000 Rough Riders had spent two years here at the turn of the century recovering from exposer to Yellow Fever during the War of 1898. Between World War I and II Montauk was an observation post for the Navy, with two reconnaissance blimps stationed in a hanger adjacent the current Montauk Tower on the Circle, and a number of oceangoing seaplanes at a base on Fort Pond Bay.

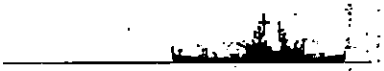
When the Navy commandeered Montauk in the Spring of 1942, it took over a small sleepy village, totally unlike modern day Montauk. The residents at that time, mostly fishermen, lived along the shore at Fort Pond Bay where the current Rough Riders Landing condos are located. It was there that the homes, shops, restaurants and docks of Montauk were concentrated. Main Street and the downtown village area was almost entirely vacant. Besides the Montauk Improvement Tower and a few Tudor style building built by Carl Fisher on the Circle and Main Street, there was no downtown! The Navy changed all that forever, when it literally moved the Fort Pond Bay village out, to make room for the torpedo testing facility. Homes and businesses were leveled or moved to build the new base. Today the only remnants of the old fishing village can be found at two local restaurants - the Trail's End and Windjammer, both on Edgemere Road. The bar room of the Windjammer and the entire Trails's End building once stood at the edge of Fort Pond Bay, before they were uprooted and trucked to their current sites.

The base that took their place was massive, with four major buildings covering over 20 acres of shoreline. Built to withstand aerial bombardment, their walls and ceilings were constructed of 3' thick, steel reinforced, poured concrete! Inside shiploads of torpedoes were assembled, then loaded on to floating barges moored in Fort Pond Bay's deep water, and fired. Trailing a stream of bubbles from their compressed oxygen driven engines, seaplanes would follow their wakes out to sea and once the torpedoes's fuel was spent and they had floated to the surface, they would be retrieved and returned to base. Those that passed inspection would be shipped out, while defective ones could be scrapped or corrected. Over the course of the war thousands of torpedoes were tested here, and their success sent hundreds of Japanese and German ships to the bottom

The Navy wasn't alone in Montauk during the war. The Army established a shore observation and coastal defense network near the Point, called Camp Hero. Build on the bluffs next to the Lighthouse, it was a self-contained village, with barracks, stores, even its own power and water supply. Its main mission was to guard against any possible German landing, and its primary weapons were four massive 16" shore batteries. Housed in concrete bunkers, and capable of hitting targets 20 miles to sea, these great guns remained silent throughout the war.

Needless to say the military's occupation changed the entire landscape of Montauk. Enlisted men took over the Montauk Manor, officers were billeted in the old Montauk Improvement Tower on the Circle, a USO was set up in the basement of the current Montauk Community Church, and armed centuries patrolled the beaches and cliffs. The Montauk that had catered to nice summer visitors before the war, simply ceased to exist for the duration. Now, every able bodied man not on active duty worked for the war effort.

WHILE OUR WORLD WAR I ERA DESTROYERS STRUGGLED VALIANTLY TO PROTECT CONVOYS CROSSING THE ATLANTIC TO BRITAIN, WOLFPACKS OF TREACHEROUS U-BOATS HOMED IN FOR THE KILL.



One person who grew up amidst all this change, was John Pfund, owner of Pfund Hardware on Main Street. He turned 14 in 1941 and saw first hand how Montauk was effected by its wartime buildup. Like most people here he quickly accepted the military presence. "I didn't think much about it in those days, I just kept doing the same things I had always done - going to school, hunting, fishing and trapping." For him the daily drone of planes overhead, the torpedo chasers criss crossing Ft. Pond Bay, the sight of men in uniform on Main Street was simply the normal activities for war time Montauk.

When something unusual did happen, it made an impact John never forgot. One day he was walking along the Old Montauk Highway, near the present Beachcomber Motel, when he heard the sputtering sound of a plane in trouble, just behind him. He turned to see a

CONTINUED ON PAGE 11

MONTAUK Life
THE NEW VOICE FOR THE MONTAUK COMMUNITY

MONTAUK LIFE is published bi-monthly from May through October

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We welcome your comments and submissions of articles and photos.

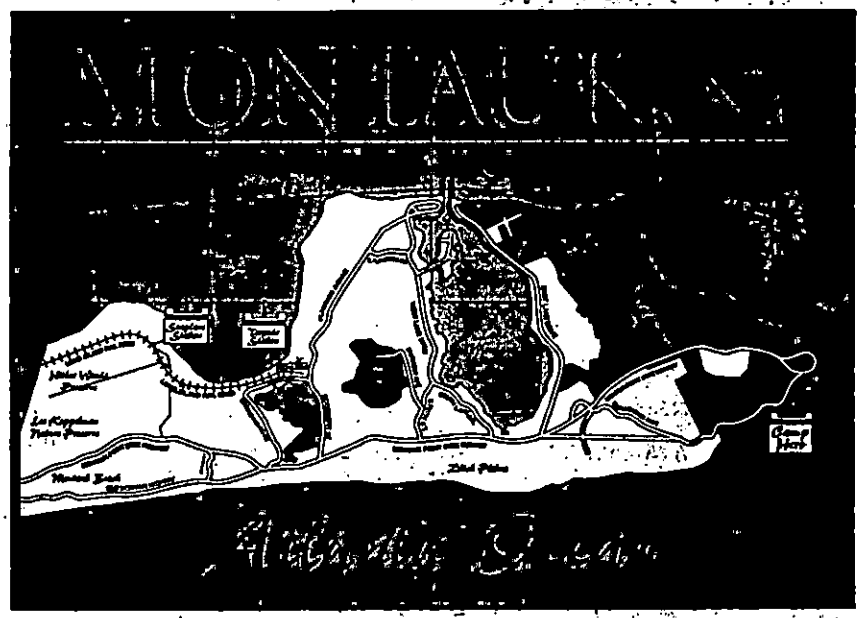
MONTAUK: THE WAR YEARS

[*Cont from 4*] Navy torpedo plane headed straight for him, 50' off the deck, trying an emergency landing on the h[illegible]ay! It hit once, bounced twice, fl[illegible]d and finally ground to a halt not 100 feet from him! Fortunately, no one was hurt, the pilot walked away with a few bumps and bruises and John with a lifelong memory. "It was an exciting time, and Montauk was a good place to grow up in." The men of Montauk, old enough to enter the service, saw their fair share of duty, overseas. Perry Duryea, Sr., was commissioned into the Navy in 1943 as a Lt. Commander, after completing Officer's Candidate School at Colgate. Stationed in the Pacific for the time duration, Duryea piloted a four engine PBY -2 Consolidated Coronado, an oceangoing fright carrying seaplane. During his three years he ferried supplies into, and the wounded out of, many of the most important battles of the Pacific, New Guinea, Saipan, the New Hebrides, New Caladonia, and the Philippines. Discharged after the war he returned to Montauk to work in his father's lobster factory in Fort Pond Bay. However, it's his subsequent political career for which he's best known. Elected to represent to East End in Albany, he served as State Representative for over 20 years, rising to be Speaker of the House, and finally an unsuccessful bid for Governor in 1978.

Frank Tuma's military career took him to the Mediteran theater. There, as a lieutenant in the Navy, he served as a communications navigation officer on an LST - (Landing Ship Tank), shuttling men and materials between the Free French port of Marsailes and the Italian coast. Our 8th Army relied on that flow of supplies to keep it moving towards Rome. After the defeat of Germany in the Spring of '45, Tuma's ship was reassigned to the Pacific for the final push against Japan. However, he never got that far - as they were proceeding along the eastern seaboard news came of the final capitulation of Japan, and Tuma's ship was recalled into port and immediately decommissioned. Like Duryea, Tuma returned to Montauk and resumed his life.

Perhaps the hairiest duty and local took on was Frank Tuma's cousin, Robert Tuma. Trained as a Navy fighter pilot, Tuma pulled the ultimate stick jockeys assignment - flying F-6 hellcat night fighters on a small carrier in the North Atlantic. Flying primarily anti-submarine patrol along the shipping lanes off the East Coast, Tuma served three years. How hard was night fighter plane duty? Imagine trying to land on a 300 foot long, 50 foot wide platform, in the middle of the Atlantic! The deck you're aiming for is heaving 5' to 6' sliding side to side, and to top it all off, it's pitch dark! The fact you could get on and off safely was testament enough to your flying skills, never the less your ability to attack U-Boats. Bob survived to return to Montauk on Christmas Day 1945. Odd thing -- he never piloted an airplane again.

When the war ended, the military left Montauk nearly as quickly as they had came. The torpedo testing station was abandoned, the planes scattered to be moth balled, and the troops discharged. Some of them stayed on, and settled here, marrying local girls, raising families. Today little remains of those days except the faded photographs of long since torn down buildings, and men with boy's faces in khaki uniforms. As we celebrate the 50th anniversary of the end of the last great battle between good and evil, remember that this quaint village played a not insignificant role in defending our freedom.



CLAM BAR ON THE BEACH
AT
THE CROW'S NEST RESTAURANT
LAY ON THE BEACH, SWIM, EAT CLAMS,
SIP ON A FROZEN DRINK
FULL BAR & LUNCH MENU AVAILABLE
MONTAUK'S ONLY BEACH FRONT CLAM & RAW BAR
• CLAMS • STEAMERS • OYSTERS
• ICE COLD DRAFT & BOTTLED BEER
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Air Raid Signals Used Last Night In Surprise Test

Public Urged to Get Acquainted With New Public Alarm System

A surprise air raid drill was held last night in Suffolk County as part of a program of drills held through New York City and adjacent suburban areas. Several incidents were arranged throughout the county for training of wardens and other Civilian Protection personnel.

As air raid wardens distributed among Suffolk County households printed notices setting forth the revised air raid signals that will become effective next Monday, May 10, Floyd D. Houston, county director of Civilian Protection, warned the new public alarm system will be tried out in the very near future and that the test may come without prior announcement.

The OCP executive called upon residents of the county to become thoroughly familiar with the new set of audible signals, which, while preserving some features of its predecessor, may be the cause of some confusion if not understood.

"Suffolk's record in respect to observance of air raid protection measures is second to none in the State of New York," said Houston. "We want to continue that excellent showing, and the way to do it is, first, become 'letter-perfect' in our understanding of the signals and regulations, and secondly, to do our prescribed part in any blackout or daylight test without deviation or reservation."

Printed in an edition of 50,000 for county-wide distribution, the notice put out by the Office of Civilian Protection explains the revised system of audible signals in simplified form as follows:

BLUE—One long 5-minute blast. Upon the sounding of this signal, all house and commercial lighting must be extinguished. Automobile traffic and pedestrians may continue move-

Restrictions on Commercial Use Of Fort Pond Bay

District Engineer's Office Announces New Rules for Navigation

In an announcement this week Colonel A. B. Jones, Corps of Engineers, District Engineer, New York, revealed regulations establishing and governing the use an dnavigation of a restricted area in Block Island Sound and Fort Pond Bay at the United States Naval Torpedo Testing Range, Montauk. The restricted area is bounded by a line beginning at the flashing red light at Montauk west jetty and running northeasterly to Shagwong Reef lighted bell buoy, thence to Cerberus shoal, thence westerly to Gardiner's Island lighted buoy "IGI" and southeasterly to Rocky Point. The southern boundary of the restricted area shall be the shore line between the termini of the east-west boundaries.

Full description of the boundaries, with map, and rules have been posted in the post offices of nine eastern Long Island post offices and copies have been supplied to boat owners.

The regulations provide that no vessel shall enter or navigate that part of the restricted area in Fort Pond Bay, from Culloden Point to Rocky Point, except commercial craft may enter from or depart to the eastward by navigating close to the shore line, but shall not navigate westward of "Duryea's Wharf." Such navigation will proceed at its own risk. All other waters of the restricted area shall be open to navigation except at such times as the torpedo testing range is in actual operation. When the range is in operation all traffic is prohibited, except for craft navigating close to the shore line and not west of Duryea's.

Notice that the range is in operation will be given by range boats which will warn all traffic.

H–2

Mayor Asks That Names

all four of East Hampton's churches. Mrs. Joseph Henderson is chairman, and others are Mrs. Edmund Collum, Miss Josephine Oberhauser, and Mrs. J. C. Hadder.

Clothing is being collected by various organizations or may be left directly at the Red Cross House, which is headquarters.

BENEFIT CARD PARTY

There will be a card party given for the benefit of the Benevolent Fund of the Order of Eastern Star on Tuesday evening, April 17 at 8:00 p. m. in the Lodge rooms at the Masonic Temple.

Prizes will be given for each table in play and refreshments will be served. Everyone is cordially invited. Tickets may be secured from the members of Sewanna Chapter.



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ADS

on has ruled that no one in this area may transfer to another job without

FOR RENT

APARTMENT—3 rooms, furnished. Inquire Laura Libert, North Main street. Telephone East Hampton 1028. 23-tf

3-ROOM APARTMENT— Suitable for single person or couple. Will give rent free in return for part time care of invalid woman. Telephone East Hampton 324-R. 24-1

ROOMS—One single and one double room to let, furnished. Mrs. Clara

Navy Buildings At Montauk Base Offered For Sale

Bids Received Until April 26 on Numerous Frame Structures

Announcement was made this week that a number of buildings built for the Montauk Torpedo Testing Range, Montauk, would be sold by bid. Sealed bids will be received until 3 o'clock April 26, addressed to the Public Works Officer, Third Naval District, 90 Church street, New York, and bidders may inspect the buildings on April 17, 18, 19 and 20 by application to the representative of the Public Works Officer at the U. S. Naval Magazine, Montauk. Full details as to manner of submitting bids and terms and conditions of sale may be secured at the Naval station, Montauk.

Sales will be on an all-cash basis and bids must be accompanied by a deposit consisting of a certified check, cashier's check or U. S. Postal money order of not less than 10 per cent of the total. Within 30 days after purchase the purchaser shall remove all buildings and fixtures and clean up the site of the buildings to the satisfaction of the Officer in Charge. Full details as to nature of clearing of grounds at Fort Pond Bay and in the vicinity of Montauk Manor are listed in the specifications.

Listed on the properties to be sold are: One-story frame building 80' x 20' used at Boatswain's Shop; three paint storehouses 35' x 18', 24' x 14' and 20' x 20'; storehouse 24' x 12'; sentry house, 14' x 12'; oil storehouse 21' x 8'; blacksmith shop with forge 10' x 14'; dispensary, dispensary garage, dispensary storehouse and dispensary emergency lighting building; two sentry houses; athletic gear locker 10' x 14', and two story barracks building, 218' x 36'. Details as to specifications of buildings and fixtures are listed in detail in announcement to bidders which may be seen at Montauk.

Jobs For Servicemen

New Star Subscription Rates Effective April 26

Constantly increasing costs of production over a period of years make necessary a change in subscription rates for the East Hampton Star, effective April 26, as follows: Yearly subscription, $3.00; six months, $2, and single copies 10 cents. There will be no advance in subscriptions sent to service men.

Newsprint and photo-production increases are only part of the rising costs of production, and to give our readers a weekly newspaper up to present standards an increase has been due for some time. Readers who purchase The Star at any of the newsstands are advised to place orders in order to be sure of having their copy saved.

High School Seniors On New York Trip Had Change of Schedule

The Senior Class left on Friday, April 13, for their trip to New York City. The class had reservations at the Hotel Commodore. Mrs. Walter Callahan and Kenneth Stowell, the class advisors, accompanied the seniors.

On Friday night, they had planned to go to the radio broadcast, "Double or Nothing," but because of the death of President Roosevelt this broadcast did not go on the air. The tickets for "Oklahoma," were also cancelled, so on Saturday, the class went to La Guardia airfield for lunch and then to Staten Island on the ferry. Saturday night they went to the Ice Show, and Sunday some went to St. Patrick's Cathedral. In the afternoon the Seniors went to the movies and to lunch separately and met at Pennsylvania Station for the train ride home.

Sunday Brush Fire Spreads and Damages Furniture Shop

The East Hampton Fire Department has been very busy lately between frequent woods fi and others. On Friday a fire started in a garage Spray Inn, but was quickly Shortly after one o'clock on Sunday the whole Department was call-

H—3

East Hampton Star April 19, 1945

East Hampton Star March 17, 1899

H. E. Marsland's Farewell.

. H. E. Marsland's ordination
will take place at the coming
ast Conference which is to
Mount Vernon, N. Y., on the
y after Easter. Mr. Marsland
conclude his pastorate here
, and his assignment to some
will probably be made and
or appointed at the confer
Marsland has been pastor of
M. E. church of East Hampton
this coming spring.
r Sunday, April 2, Mr. Mars
reach his farewell sermon at
dist church. The official board
urch has extended a formal
to the Rev. James Leggett,
pastor of the church, through
ing Elder, to become their
the year beginning in April

Coming Town Election.

nal town meeting and election
icers will take place on Tues-
4. The following officers are
d:
risor for a term of two years,
George A. Miller; a Town
wo years, in place of Joseph
; a Justice of the Peace for
in place of George A. Miller;
the Peace for four years, in
Mulligan; a Justice of the
our years beginning January
place of Hiram Sherrill; two
or the term of two years each,
DeWitt C. Talmage and Chas
one Assessor for one year be-
the expiration of the term of
igan in the spring of 1900;
ers of the Poor for a term of
ach, in the place of Fred.
nd William H. Edwards;
sioners of Highways for the
years each, in the place of
ges and W. M. Terry, and
rm of one year, in place of
; a Collector for a term of
n place of Frank R. Worth-

mained of Camp Wikoff. A gang of men have been at work tearing down the government buildings and loading them for shipment by rail. The Long Island Railroad company has also had a large gang of men taking down some of the railroad buildings which were erected last summer, and tearing up the network of side tracks and switches. Two or three train loads of the material have been shipped away from Montauk this week.

It is the intention of the railroad company to thoroughly clean up the grounds about the station at Fort Pond bay as well as the grounds upon which the camp was located, and thereby remove as far as possible all signs of the camp and restore Montauk to its former appearance.

Camp Wikoff—Another Report.

A Washington dispatch in Wednesday's *Sun* says the War Department is arranging to establish a summer hospital at Camp Wikoff, Montauk Point, and that sick soldiers from Cuba and Porto Rico will be sent there during the summer months.

A Good Lecture.

On Monday night a good sized audience greeted the Rev. T. L. Price, of Bridgehampton, in the M. E. church of this village, to hear him deliver his humorous lecture, "My Neighbor and I."

The lecture was a well blended combination of good advice and good humor, and proved to be both helpful and entertaining.

Mr. Price is a born humorist and the character sketches given by him were well rendered. They were drawn from many nationalities and many grades of society, but whether he presented the African preacher or the Irish laborer, the Yankee farmer or the society woman, it made no difference, the presentation was such that the audience began to wonder how it was possible for one face to assume so many various ex-

of the beginning [illegible].

JULIA A. BEAN

Rhetoricals will be
Sweet's and Miss Barrow
afternoon.

Miss Bessie Hedges an
Baker visited the school

Letter to F. H. Till

Dear Sir:—There are se
cheating in milk. An
way is to water it. Nob
now. A better way is to
cream—rich milk with th
out is as good as poo
cream all in.

But we needn't go in
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tomers.

Paint is as cheap as mil
Good paint is as rare as
human nature is mu
nish and paint mel

You are just and tru
so are we with our paint.
and zinc is twice as good
lead; lasts twice as long.
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Yours truly,
F. W. I

It is very hard to stand idl
dear ones suffer while awaiti
the doctor. An Albany N
called at a drug store there f
come and see his child when
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word for him to come at onc
He also bought a bottle o
Cough Remedy, which he ho
some relief until the doctor
In a few hours he returned
need not come, as the chil
The druggist, Mr. Otto Schu
lly has since recommended
Cough Remedy to thei
until he has a constan
that part of the country. F
Mulligan, East Hampton, an
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RENEY—At Sag Harbor, Mar
Cookman, child o
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Six Carpent

H-4

E SUMMER COLONY.

re already twenty-seven famil-
n for the summer.

Carson's family arrived at S.
t' house yesterday.

R. Heber Newton and fam-
in town on Tuesday.

derson has arrived at H. A.
tage for the summer.

S. Bowne arrived at her cot-
ean avenue Wednesday.

. Wheelock and family ar-
ir cottage on Wednesday.

rence Satterlee, of New York,
at J. T. Gardiner's cottage.

perthwait and family arrived
Adams' house on Wednesday.

inick and family will arrive
Hedges' house on Monday

family, of New York, is ex-
rive to-day at George Hand's

rs. F. H. Davies are stop-
few days at the Osborne

. Smith and family arrived
tage on Ocean avenue yes-

es Gallatin and family are
ing their cottage on Ocean

J. N. Steele's family arrived
age on Dunemere lane on

awthorn's family have ar-
O. Jones' cottage for the

Porter and family, of New
d at Mrs. George Homan's

ehouse and family have ar-
heir handsome cottage on
ne.

ers, of Albany, arrived at

ARMY CAMP AT MONTAUK.

A new military camp will, in all probability, be established within a few days at Montauk.

A special train carried President Baldwin, of the Long Island Railroad, and General Royal T. Frank, commander of the Department of the East, to Montauk yesterday. General Frank was accompanied by Col. James Gillis, Quartermaster General, and Lieutenant Leroy Lyon. The officers made a thorough inspection of the land examined a few weeks ago by Lieut. Hale, of Gen. Merritt's staff.

Montauk is considered an especially fitting place for the establishment of a camp, owing to the facilities offered both by land and water for speedy embarkation of troops, and the drainage is far superior to that at Camp Black.

The party took dinner at the Third House.

A Clean Town.

During the coming summer East Hampton will be visited by many people who will then see the place for the first time. First impressions are lasting. Therefore, it behooves everyone to see that his house and its surroundings present as attractive an appearance as possible. Keep the lawns mowed, the walks trimmed and yards clean. It is also important that everyone should take an interest in the appearance of the streets. Many thoughtless ones tear wrappers from newspapers and throw them down on the sidewalk, and in other ways cause the streets to be littered. This may be thought by many to be a trivial matter, but we are living in an age when appearance counts for a good deal, and everyone should do all in his or her power to make East Hampton, which is attracting new comers every year, appear so well that the very first impression the stranger receives shall be a good one.

AMAGANSETT NEW

Happenings of a Thriving Villa

[Mr. William T. Lusty is the authori
agent of THE STAR in Amagansett, and
him matters of business and news items
this office may be confidently entrusted.]

John B. Reeve, formerly bookkeep
in S. P. Hedges' machine shop at Gree
port, has secured the position as fo
man of the American Fisheries Co
store at Promised Land. A large bu
ness is done at the store, requiring t
services of three clerks.

The Donolson family arrived in t
village on Wednesday and spent t
night at The Pines. On Thursday th
went to the Hews cottage where th
will spend the summer.

At the Presbyterian Church last Su
day morning the Rev. Mr. Fin
preached a memorial sermon before t
members of Edwin Rose Post, G. A. R
twenty-one of whom were presen
Mr. Finch preached a most excelle
sermon from the text, "And there is n
discharge in that war." The chur
was festooned with flags and bunting.

Miss R. Van Houton has arrived
her cottage.

Mrs. Mary E. Edwards has return
from Bridge Hampton, where she spe
the winter.

Maurice G. Hand's ice cream parl
were thrown open to the public on Mo
day.

The Sea View House was opened
June 1st with a number of guests.

MONTAUK MENTION

R. C. Baldwin arrived here last S
urday. It is reported he will soon st
a large gang of men at work on the n
roads being built in the vicinity of F
Pond Bay, taking up the
was left last fall.

Fishing is fairly good.
a carload of fish, (over one hundr
boxes) was shipped from the dock

H-4

Aug 12, 1898

The Star.

DEVOTED TO THE BEST INTERESTS OF ITS TOWN.

Issued Every Friday Morning.
W. S. BOUGHTON, Editor and Proprietor.

Entered at the Post Office at East Hampton, N. Y., as Second class matter.

EAST HAMPTON AUG. 12, 1898.

No Authority to Interfere.

On July 31st, the local board of health communicated with the state board relative to the soldiers from Santiago landing at Montauk. The letter and the reply from the state board are as follows:

July 30, '98.

SEC. STATE B'D OF HEALTH:

DEAR SIR:—The local board of health of this town, East Hampton, has instructed me, one of its members, to enquire if the health authorities of the state acquiesce in the bringing to Montauk, in this town, any soldiers from Santiago de Cuba; and also, to ask if your board has any suggestions to make to our board upon this subject.

Respectfully,
THEO. D. DIMON,
August 3rd, 1898.

MR. THEO. D. DIMON, Amagansett, L. I.,

DEAR SIR:—Your communication of the 31st ultimo, as to whether this Board has any suggestions to make to the Board of Health of East Hampton in the matter of the selection of Montauk Point as a hospital camp for Santiago soldiers, has been received.

In reply you are informed that the selection of Montauk Point was made by the Surgeon General of the U. S. Army, Genl. Geo. M. Sternberg, and it is suggested that the local board of health has no authority to interfere with the action of the U. S. authorities in making such selection.

Very Respectfully,
T. A. STAUB, Assistant Secretary.

How Troops Embark for Montauk.

The following order has been sent to General Shafter for his instruction regarding the embarkation of troops from Santiago to Montauk:

War Department,
Adjutant General's Office,
August 9, 1898.

Commanding General, Fifth Corps, Santiago de Cuba:

Recommendations of surgeon generals of Army and Marine Hospital service, as follows, should be accomplished as far as practicable:

1. Hold troops assigned to a transport under observation three to five days in separate camp not infected by fever.

2. Surgeons to inspect same twice daily, isolating promptly suspected cases.

3. Bathe and freshly clothe [illegible] the old clothing [illegible] long period [illegible] mind. [illegible]

MONTAUK CAMP.

The Liveliest Week in Montauk's History.

A permanent cavalry camp has been pitched at Montauk. Seven hundred troopers of the Sixth cavalry are encamped at the southern end of Great Pond and are busily preparing for the full division, which will be stationed there within a few days. Two detachments of the Ninth Cavalry U. S. Regulars arrived on Wednesday from Tampa. With the Ninth Regiment which arrived on Wednesday were detachments of the First Regular Cavalry. There were 247 men in the former and 283 in the latter command, which arrived at Montauk about 4 o'clock. At midnight another train load brought about 500 more of the First and Ninth Cavalries.

The Third Regular Cavalry arrived yesterday, and with them a detachment of the First Volunteer Cavalry (Rough Riders). The hard rain of Tuesday night drenched a number of men who had bivouacked on the hillsides. Tents had been pitched for most of the Sixth Cavalry but several troops and the whole of the Signal Corps were exposed to the storm.

Dr. Kenyan and Dr. Hastings, representing the Marine service have arrived. With Colonel Forward they have staked out the detention camp. All soldiers coming from Santiago will be required to go into this camp until they are thoroughly inspected.

Strenuous efforts are still being made to complete facilities for water supply, and according to Surgeon General Sternburg the supply will soon be adequate for the needs of the entire camp. A supply of 250,000 gallons of water a day has been contracted for. Pipes will run off to all the regiments and the soldiers supplied from this source. Stock will be watered at the Great Pond. Over 1,000 horses and mules are already on the ground and more are expected today. Captain Higgins, with fifty men of the Signal Corps, has made his camp near the eastern life saving station, over two miles from the railroad station. General Young will establish his headquarters in one of the cottages, about one-half mile away, on the other side of the life saving station. To the rear will be the cavalry encampment, about the borders of the Great Pond, and two miles to the westward from General Young's headquarters will be the site where 11,000 regulars of the infantry will be placed. The cottage to be occupied by the commanding general has a central and conspicuous position.

THE HOSPITALS.

[illegible] and arrive from San [illegible] 31st [illegible] are to have the [illegible] fully equipped [illegible]

Feeding the Soldiers

The people of East Hampt[on] generous patriotism, have give[n] their time the past two days [to] the soldiers as they passed thro[ugh] on their way to camp.

On Wednesday afternoon the troops were hel[d] [at] where the ladies [kindly] with sandwiches, coffee, peaches, tobacco, cigars, and o[ther] acacies. The men showed h[ow] preciation of the treat [and] lustily as the train pulled ou[t] day evening through all the [day] went to the station and [waited] next train until eleven o'clo[ck] the food was passed in the w[indow] the basketful). Almost [every] last night a detachment of [the] riders came in and the ladies [were] on hand with a replenished [store] provisions. They seemed [glad] the good things, bu[t] [and] many of their brass buttons to [the]

AMAGANSETT NE[WS]

Happenings of a Thriving Vil[lage]

[Mr. William T. Lusty is the author[ized] agent of THE STAR in Amagansett, a[nd] his matters of business and news [left] this office may be confidently entrusted.]

Ex-Secretary of State John [Sher]man is the guest of his daughter, [Mrs.] Culnan, at Mrs. Kate Terry's, [Sea] View House. He leaves for [Wash]ington this week.

Mrs. Metzger and daughter [Miss] guests of Mr. D. H. Barns, [of] York on Saturday to meet Mr. [Metz]ger's son, who is returning [from a] European trip.

Mrs. Miles, wife of General Nel[son] Miles, of the U. S. Army, is a guest [at] Sea View House.

SOUTHAMPTON.

Thomas Archbald died suddenly [of] lung disease last Saturday, having [just] home from attending camp meeting [at] port. He was 80 years of age, having [been] born in New York in 1818. At an early [age] he came to Southampton. He went [to] fornia in 1849, on the ship Panama, [and] sailed from Sag Harbor, but did not [find] much success in search of gold; and he was [for] whaling several voyages in the Pacific. [He] deceased leaves three brothers: Jerome Archbald of this village, Barnabas Archbald of Southold, and Francis of Brooklyn.

We have used Chamberlain's Cough Remedy in our home for many years and feel that it has fully proved its value as a medicine which should be in every family. In croup and whooping cough we have found it to be [illegible] In croup and whooping cough it is indispensable. [illegible] deem it indispensable. [illegible] 4127 Fulton ave., St. Louis, Mo. [illegible] by John Mulligan.

Wanted.

A girl to do housework in a small family. Apply to [illegible]

H-4

Aug 12, 1898

...to Cuba:

Recommendations of surgeon generals of Army and Marine Hospital service, as follows, should be accomplished as far as practicable:

1. Hold troops assigned to a transport under observation three to five days in separate camp not infected by fever.

2. Surgeons to inspect same twice daily, isolating promptly suspected cases.

3. Bathe and freshly clothe ... ize old clothing of troops ... ing of period of ... In which ... book of the ... in 6 Bps under observation, bathe them and freshly clothe or sterilize old clothing before embarkation, excluding after searching inspection, suspected cases.

5. Yellow fever convalescents or suspects should not accompany healthy troops.

6. No equipage nor personal effects capable of conveying infection should accompany troops unless disinfected by steam or otherwise.

7. Arrange to embark by daylight under a careful supervision of surgeons, who will control sanitary conditions of troopships en route.

By order of the Secretary of War.

H. C. CORBIN, Adjutant General.

Floating Quarantine Station.

The new United States disinfecting barge Protector, built in Philadelphia, is en route for Fort Pond Bay, where the vessel will be used as a floating quarantine station. The Protector was originally intended for service at Dry Tortugas, under the auspices of the United States Marine Hospital Corps, but when the troops at Santiago were ordered north, Supervising General Wyman, of the Marine Hospital Service, deemed it wise to have a thoroughly equipped disinfecting plant at Montauk Point and the Protector was accordingly ordered to that place. The new craft is admirably fitted for the important work cut out for it. The Protector has a wooden hull 150 feet in length, 27 feet beam and 10 feet 6 inches depth of hold. There is no propelling machinery, as the boat is intended for permanent anchorage at a given point. For this purpose the hull is sheathed with copper. The craft represents an approximate cost of $35,000.

First Fatality at the Camp.

On Wednesday afternoon a laborer at the camp named Bernard McKenna, of New York, sought shelter from the rain under a freight car, standing on the side track. He sat down on the rail and evidently became drowsy. An engine hitched onto the train and started to pull it out, when the man, not hearing the cars start, was crushed beneath a wheel. An ambulance and surgeon were called from the camp, but nothing could be done to save the man's life and he died in a short time. The ...

borders of the Great Pond, and two miles to the westward from General Young's headquarters will be the site where 11,000 regulars of the infantry will be placed. The cottage to be occupied by the commanding general has a central and conspicuous position.

THE HOSPITALS.

... was ... and ... arrive from San ... ed, are to have the ... in the diagnosis will ... one catere... affect... ed with yellow fever or any other contagious disease will be moved at once to the general hospital, which has been established within two hundred yards of the beach, between Fort Pond and Great Pond. This is one of the most elevated sites on Montauk Point and will prove a natural sanitarium. Hospital tents were put up Tuesday afternoon under the direction of Colonel Forward, chief surgeon. This main hospital has a capacity for 500 men at present, but in a day or two other wards will be added and this capacity will be increased to 1,000. Floors have already been put down and most of the tents erected. A dining room with a good range for cooking dishes for invalids has been put up. In rear of this will be the surgical ward. To the right will be the dispensary and in rear of this quarters for the officers will be put up. Hospital appliances of all kinds will be on hand and every comfort known to the medical department of the army will be supplied.

The second hospital will be similar to this and will be located to the northward, about a mile from the first. Lieutenant Weigel, formerly of Camp Black, and Captain Fuller staked off the ground for this site Wednesday afternoon. This will have a capacity of from 500 to 700.

Representatives of the Hospital Relief Society are already in camp and the Red Cross people are expected before the transports arrive.

With the Sixth Cavalry are about thirty ill men. Some have typhoid fever, contracted at Tampa, and Wednesday one case of measles developed. The men are recuperating rapidly. Two days at Montauk have produced a decided change. The fever patients appear stronger, and all are in better spirits.

The new women, the old women and especially the temperance women are all hard drinkers—of Arnold & Ahorn's A. & A. brand of coffee. Van Scoy, Dayton & Stratton, agents.

THE Passenger Department of the Long Island railroad has just issued a Camp Black edition of Unique Long Island. About fifteen per cent. of the half-tones are new. A number of those in the center of the book, give in ...

Southold, and Francis of Brooklyn

We have used Chamberlain's Cough ... in our home for many years and ... ful testimony to its value as a medicine ... should be in every family. In coughs ... colds we have found it to be efficacious ... in croup and whooping cough it ... deem it indispensable.—H. F. RI... 4127 Fairfax ave., St. Louis, Mo. ... by John Mulligan.

Wanted.

A girl to do housework in a small fa... Apply to MRS. A. J. ...ON

...ée Tortincat's Is in their pa...

A first class Pony Cart, Brewster make... good condition, will be sold cheap. ... Apply to JAS. ...

Notice.

Will the lady who ordered a broom-c... at the L. V. I. S. fair, and to whom it ... not been delivered communicate with ... W. A. Hedges.

LOST

In going from Muldstone Inn to M... Hedges, an old fashioned gold ring w... three sunken garnets. Reward and tha... to finder returning it to Miss Drake at Mu... stone Inn.

TREES TREES

SHRUBS AND PLANTS

All those needing Trees, Shrubs, Hed... Plants, Vines and Roses can save money ... writing for our Catalogue and Price ... (Business established in 1790).

Salesmen wanted.

KEENE & FOULK,

BLOOMGOOD NURSERIES, Flushing, L. I.

PIANO TUNING

Henry Hornbeck, late expert tuner a... repairer with Shoninger, 96 5th Ave., a... Emerson, 92 5th Ave., (references), has mo... ed to Sag Harbor, where he expects to rem... Orders for tuning, repairing, etc., should ... addressed to HENRY HORNBECK, Box 3, Sag Harbo...

THE L. A. W. RESTURANT,

LUNCH ROOM and HOME BAKERY.

CHARLES LANGENBACH, Pro...

Pies, Cakes and Wedding Cakes to ... Near Railroad station, AMAGANSETT...

DR. A. E. PARRY, D.V.S...

Veterinary Surgeon,

Residence at Southampton.

Office at Fitz's Stable...

At East Hampton Wednesdays.

Orders may be left at B. M. Osborn's Stable...

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Real Estate and Insurance

AMAGANSETT, N. Y.

Real Estate bought and sold. Cottages t... let, furnished and unfurnished.

JOSEPH S. OSBORNE

BANKER AND NOTARY PUBLIC,

REAL ESTATE AND INSURANC...

Desirable property on Main street and in ... parts of the town for sale and to rent.

H-4

Mr. Robert ...

East Hampton Star Aug 26, 1898

lage and Town News.

MONTAUK TRAINS.

leave Montauk going west at 5:50 and 7:30 P. M.
ve East Hampton for Montauk 1:55 A. M., 6:11 and 7:40 P. M.

k Lynch has been quite ill this but is improving now.

Alice Osborne, of Wainscott, has ngaged to teach in the North school, Sag Harbor.

el Elliot, of New York, who has uest of L. G. Woodhouse, re- to the city last night.

Sarah Wilcox and daughter, Miss Wilcox, of Danbury, Conn., are f Mrs. Cowperthwaite.

ev. Dr. J Nevett Steele, Vicar ty church, New York city, will n St. Luke's chapel Sunday next

d Y. Thorp, of Company B, first regiment, is enjoying a days' furlough with his family

ported that one of our philan- ?) farmers charges twelve cents q milk to be sent to the sol- Montauk.

Cartwright and Frank S. Ed- doing a good business at selling goods which they in wagons.

Meyer has erected a small Phineas Dickerson's land Wikoff and will open a small tore there to-day.

daily papers received at the e club are put in a bundle and amp Wikoff, in care of Dr. L. of the Red Cross hospital, on da y are received.

tholic Club will give the second the season at Clinton Hall to- erner's orchestra will furnish a large attendance is ex-

ytem-Gould family reunion, y with these families, was Northwest yesterday. There

U. S. Vol. Cavalry, commonly known as Roosevelt's Rough Riders, use these means to thank the kind people of East Hampton for their kind liberality and generosity in the reception accorded our troop while we passed through East Hampton, and beg to assure them that the bombardment of such luxuries awakened in our breasts the warmest feelings of gratitude

"H." Troop

Rough Riders Camp Here.

A detachment of about twenty-five Rough Riders came into town on Tuesday and camped for the night on Mr. Jefferys' lot. On Wednesday morning they broke camp and journeyed to Southampton, passing through this village on their return to Camp Wikoff. Thursday afternoon They were in quest of horses which had strayed away from camp to the number of about 150. As they came back with only one extra horse, one of the riders was questioned, and he explained that the reason of the failure to find any of the horses was due to the fact that the men were kept marching in military order all along the route, when if the men had been scattered and sent separately over the by-roads, they would have been successful. The detachment was in command of Captain Bruce.

The South End Cemetery.

Mr. Editor:—can you inform me who has charge of this old and historical cemetery? I do not ask from mere curiosity, nor in order to be captious or complaining. Taking a walk through the ground where "the rude forefathers of the hamlet sleep," I could not but observe considerable neglect both of head-stones, paths and graves East Hampton certainly ought to take pride in keeping all its ancient monuments, grounds, houses, streets, lanes, etc. in perfect order. Nothing is more noticable to the stranger, the tourist the antiquary, and many others than the rural grave-yards of old Long Island. Of ancient Maidstone, let her citizens remember:

"Some have come back, in loneliness to tread
The paths their feet have pressed in by-gone years,
And in yon silent city of the dead
To trace loved names, 'mid blinding gush of tears."

But I will not tire your readers with sentiment. What I write about is a practical matter. Does the East Hampton Village Improvement Society take any interest in this cemetery? Or who does? There are numerous head-stones needing attention. Some are quite flat upon the ground, some do not stand in an erect position, the cap-stones are off or nearly so from others. The head-stone of John Wallace (and who in East Hampton does not know the

One Hundred Sick on Board.

In the fog which hung over the last night the transport Panarie ashore at Napeague beach, just of the life saving station, at 7 o'clo

She ran full head on, and her is deep in the sand.

The Panarie has on board bet three and four hundred soldiers' Santiago and a number of horses. sick number over one hundred.

The Captain of the Napeague Saving station was instructed by commander of the Panarie to teleph to Fort Pond Bay for assistance. A is now on the way to Napeague, upon its arrival efforts will be m to float the Panarie.

CAMP CHAT.

The hospital ship Olivette, with n ly 200 sick soldiers on board, left M tauk Sunday afternoon for Boston, riving there Monday morning. The soldiers on board were transferred hospitals in Bos

The soldiers ... ining a... the food whi... regulat... fare of bar... think they ... serve ... more nouri... ing co... ary Weston ... insan... the farmers ... the ... ie into camp ... stables.—*Eagle.*

★

...nts burst forth in all th... fury ... e camp Tuesday night, ... the damage done was considera... Several of the tents were blown do... and sick men were exposed to the ... rents of rain.

★

Secretary of War Alger is at the ca... inspecting the existing conditions th... He arrived Wednesday morning ... will probably stay for several days.

★

Alger says matters are not as bad ... they might be. That's comforting ... the boys.

★

Colonel Roosevelt returned to ca... yesterday morning.

★

The Yale came in Tue... low fever signals flying ... ler sick h... not yet been landed.

H-4

Montauk's First Naval Air Station

By CARLOS C. HANKS

THE successful record of Navy dirigibles on anti-submarine patrols and convoy duty during the present war prompts the man on the street and even many a Navy man to wonder how the Navy was able to develop and man this branch of the service so quickly in view of the comparatively meager opportunity naval officers and men had for training in the handling of lighter-than-air ships in the past.

Despite the handicap of small appropriations, the aftermath of the *Shenandoah* and *Akron* tragedies, a few officers who knew the value of the ships they advocated, managed to keep alive the spark of interest in dirigibles until the urgency of national defense beckoned the hydrogen-filled ships back into the American aviation picture. An appropriation of $1,000,000 late in 1940, provided for the building of six non-rigid ships by the Goodyear Aircraft Corporation, successor to the Goodyear Zeppelin Corporation, which built the *Akron* and *Macon*.

Four of the ships were of the big, K-2 type, having a gas capacity of 400,000 cubic feet, 246 feet long and with an overall height of 76.5 feet. The other two were smaller, L-type ships of 120,000 cubic feet capacity. The six were the beginning of a program providing for the building of 48 such dirigibles. The censorship of war has, of course, blanketed in secrecy any revisions in number and types subsequently constructed.

Now that lighter-than-air ships have won their spurs as necessary adjuncts to the United States Navy, it is interesting to recall how and where Americans secured some of their early experience in the handling of such ships.

SHORTLY after the United States entered World War I, the Navy Department took steps to establish aerial patrols along the eastern seaboard, for even thus early the probability of commerce raids off our shores by German U-boats, raids that actually took place in the summer of 1918, was fully recognized. Special attention was of course, given to the need for patrolling those busy lanes of commerce contained in the area from Fire Island Light on the west to Nantucket Shoals on the east, covering the routes of transAtlantic vessels taking departure from the former and those inbound from the Nantucket light ship for Boston and New York.

Thus a naval station for seaplanes and dirigibles was located at Montauk, N. Y., about six miles from the extreme end of Long Island, on a strip of land between the Atlantic Ocean and Fort Pond. While its location was strategically sound, the station's fliers actually had to contend with one major obstacle.

The completely, land-locked pond, shaped something like a stocking with the toe pointing to the southeast and nearest the ocean, was of fresh water, and froze over in winter, making the landing of seaplanes impossible during that season. On the other hand, the location proved ideal for lighter-than-air operations, for the flat, unfenced meadows to the eastward, made an excellent landing area for dirigibles.

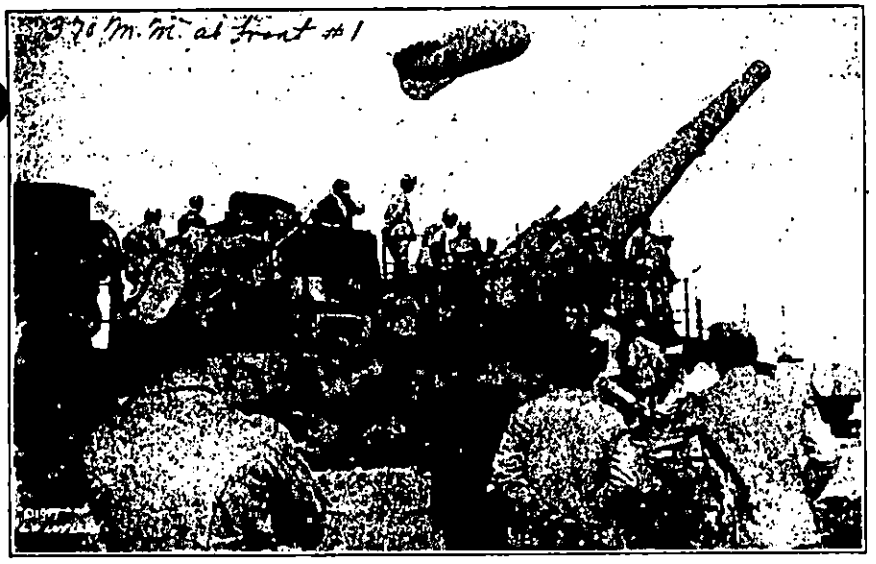
Ground was broken in July, 1917, but it was October before a detachment of four officers and 54 men from the armored cruiser *Huntington* put the station in commission. Through the months from July, 1917, to the armistice, more than a year later, hangars, barracks, shops, laboratories, a hospital and other buildings were erected on the 33 acres of the reservation, and even when the war ended, all the buildings and improvements planned, had not been completed.

WHEN the first naval party arrived at Montauk, it found four R-6 seaplanes on flat cars waiting to be unloaded. These were single control machines with a gasoline capacity of 102 gallons. The most pressing problem, however, was to get the men housed and fed. This was quickly accomplished, the planes were then unloaded, assembled, checked over and within five days after the arrival of the crew, the first plane was piloted off Fort Pond, and the station began operations that steadily increased in scope and efficiency until December 8, when ice forced an end to the use of seaplanes during the severe winter of 1917-1918.

Two A-type dirigibles had been added to the station's equipment in the late fall, and these maintained the patrol as best they could despite high winds and other unfa-



Armored Zeppelin of 1917, starting for an air raid over London



A 370 mm. gun in action in 1917, showing observation balloon above

vorable winter operating and landing conditions. From the performances of these dirigibles, lighter-than-air experts of the Navy, were able to add to their fund of evidence that encouraged them to go further in their study and advocacy of this type of naval equipment. For the unostentatious dirigible, even at the time of its use in World War I, gave promise of becoming the dread of submarine captains.

THE A-type dirigibles were 163 feet long, with a maximum width across the fins of 41 feet and a mean diameter of the maximum section of 31.5 feet. Their maximum height was 46 feet and the car was 28 feet long. This type had an envelope volume of 84,000 cubic feet with a forward ballonet of 8,500 cubic feet and one aft of 12,500 cubic feet. The total fin surfaces were: fixed horizontal, 304 square feet; elevators, 70 square feet; fixed vertical, 152 square feet and rudder 56 square feet.

The A-class dirigible was powered with a Curtiss OXX-3 engine turning about 1,415 r.p.m., when thoroughly warmed up, and it developed a maximum brake horsepower of 105.

According to the Goodyear instruction book that went with each of these pioneer A-type ships, the model was intended to attain a maximum air speed of 48 miles an hour, with the car stripped of all external equipment. The maximum resistance at 48 miles an hour was given at 540 pounds exclusive of propeller slip stream. A cruising speed of 39 miles an hour at 1,200 r.p.m., was recommended, and fuel consumption at this speed was estimated at seven gallons an hour, while at full speed, 10 gallons-an-hour consumption was foreseen.

Altitude constants given for the A-type were: (1) maximum speed of ascent, using air valves only, 800 feet per minute; (2) maximum speed of descent, using propeller scoop, 800 feet per minute; using blower engine, 400 feet per minute; (3) maximum permissible angle, 25 degrees either way, and (4) maximum altitude ordinarily attainable, 8,000 feet.

The instruction book points out that "evening contraction may produce a surplus load of as much as 400 pounds without power, or 200 pounds at full speed. Rain may add a load of 400 pounds without power, or 100 pounds at full speed. Every 1,000 feet of altitude, with the gas bag full, means a loss of lift of about 160 pounds. This equivalent of load must be discharged before landing. Transferring 1,000 cubic feet of air from one ballonet to the other, tilts the balloon five degrees. The ship can attain an altitude of about 8,000 feet under favorable conditions."

In 1918, C-type dirigibles came to the Montauk station as replacement equipment and, while larger than the A model, they were still considerably smaller than those contracted for in 1940. The C-type was 196 feet long, 42 feet high and had a volume of 180,000 cubic feet. Its total lift was 12,239 pounds and useful lift 4,639. It was powered with two Hispano Suiza motors of 150 horsepower each, with a cruising speed of 40 and a full speed of 60 miles per hour. In 1919, the *U.S.S. C-5* flew from Montauk Point to St. John's, N. F., 1,115 miles in 25 hours, 40 minutes. This dirigible was later lost when she tore away from her mooring mast in a gale and drifted to sea with no one on board.

The coming of spring, 1918, brought the seaplanes back to their patrol activities, and the faithful R-boats performed good service until early summer when a number of larger HS2L flying boats replaced the older, lighter machines. With the arrival of these more modern planes, operations in Fort Pond were suspended in favor of Great Pond, a larger body of water lying some two miles east of the station. (These glimpses of the seaplane phase of the station's activities are woven into our story to make complete the chronicle of Montauk, one of the country's pioneer air stations, of which little has been written in the past.)

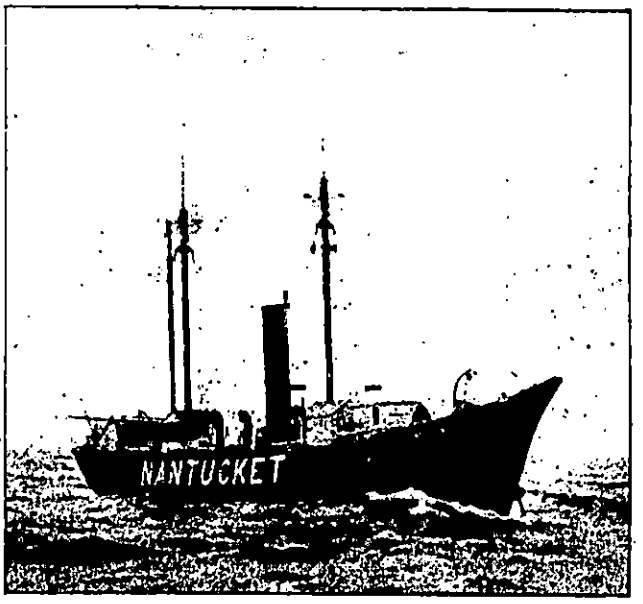
Additional equipment came to the Montauk naval airmen during that summer and patrols were executed on a progressively larger scale. All aircraft, both seaplanes and dirigibles, were fitted with wireless sets, bomb-dropping gear and Mark IV bombs. By early fall, dirigibles were carrying listening devices.

The patrol log of the station carries many notations of historic interest, most important of which records that a Montauk station seaplane pilot saw the explosion when the armored cruiser *San Diego* struck a mine and sank some 70 miles off Fire Island light vessel at 11:05 on the morning of July 19, 1918. His radioed alarm, plus the efforts of a whaleboat crew from the sinking cruiser, sent rescue vessels to the scene with such dispatch that all but six of the ship's crew of 1,189 officers and men were rescued from boats, rafts, or afloat in lifebelts in a sea that was fortunately calm. The few lost were killed by the explosion.

When the Armistice ended hostilities, the station's aircraft comprised 15 seaplanes, two dirigibles and a kite balloon, while the personnel numbered 45 officers and 356 men, a marked increase over the 58 officers and men who had "pioneered" the establishment.

It is important to recall that the Montauk Naval Air Station had no serious injury to personnel, although several planes were partially or completely wrecked during the war operations. The dirigibles experienced no mishaps. In fact there were only two dirigibles lost during World War I, both from other stations.

(The writer is indebted to Richard B. Faulkiner, of Crown Point, Indiana, for much of the information in this article. Mr. Falkiner served as a Machinist's Mate second class at the Montauk station during World War I.)



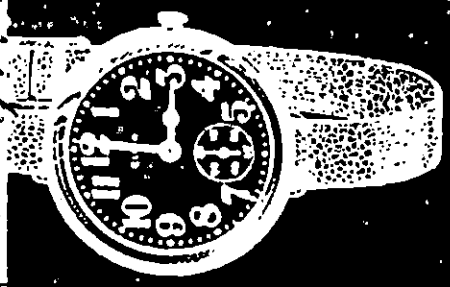
Nantucket Lightship

H-5

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JEWELER

CUT GLASS
AND
CHINA



...ly call your attention to my es-
..., where I am prepared to do all
...pert Watch and French Clock
Optical Work and Jewelry Re-
...ecialty. I also offer for your in-
...elect line of jewelry and Watches

August 24, 1917

East Hampton Star

...K Valve in Head

...e Buick Valve-in-head motor and not the
...alesmen has made the Buick conspicuous
...ending purchasers should take a demon-
..."Four" models D-4-34-35. Thirty-five
...pletely equipped. Price $650, $665 f. o. b.

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...S OF THE LAWN BEAUTIFUL

...ds have been bringing their lawnmowers to us to be
...has so increased that we found it necessary to change
...ow installed the latest make "Ideal." Lawnmower
...ted to do this work accurately and put the cutting
...s when the mower was new, giving the desired
...ng edge, thus reducing the friction to a minimum.
...e instead of a drudgery.



It is a well-known fact that
owing to their peculiar shape
it is next to impossible to

VOL. XXXII

AVIATION CAMP AT MONTAUK

Camp Buildings Nearing Completion. 125 Men at Work.

Since July 1st, rapid strides have been made in the construction of the Aviation Training camp at Montauk, and what was a bare grassy plain at that time, is now the scene of the daily work of 125 men constructing the great hangars and officers' and men's quarters for the training of American youths in aviation work.

The government is building hangars sufficiently large to house one dirigible and three hydro-aeroplanes. It is expected that the work will be completed within a month, when the machines will be transported to Montauk and immediately put to use for the training of the aviators.

At this time twelve trucks are transporting the lumber and other materials from the railroad station to the camp, which is situated near the wireless station just east of Fort Pond. As the roads are in very bad condition, due to the heavy traffic, plans are now being made to construct a concrete road from the station to the camp, thus making the hauling much easier and less expensive. The road is now being surveyed by state surveyors. It will be about sixteen feet wide and slightly over two miles in length.

Several buildings have already been erected, viz: Hydrogen generating plant, officers' quarters, students' quarters, laborers' quarters, students' mess rooms, and recreation hall, machine shop, pumping station, power house, etc. The dirigible hangar and the hydro-aeroplane quarters are now under construction and this is indeed a stupendous undertaking. The corner foundations for the hangar are of concrete, eight feet square and extending nine feet into the ground. The span at the base will be 122 feet in length and the peak will be eighty-five feet high. The gambrel roof will be supported by thirteen steel trusses, weighing two tons each. The dirigible will be inflated with hydrogen generated in a building in close proximity to the hangar. The hydro-aeroplane quarters will house three machines and will be eighty-eight by 110 feet. A seventy-five foot runway will enable the students to run their machines almost into the house without much pushing, as the building itself is close to the water's edge of Fort Pond. It is anticipated that the facilities and natural advantages at hand here will make an excellent training camp.

The officers' quarters are aloof from the

East Hampton's ...

Helping to "make the world ...

John D. Bennett
Jacob Wilmer Schellinger
Leonard A. Edwards
Daniel Grimshaw
John Hasselburger
Hezzie R. Hulse
Percy King
Harry Parsons
Harold Salisbury
Walter S. Strong
John Turner
Clinton Backus
G. Whiting Hollister
George Washington Helm
Drake de Kay
Claire Bennett
Stephen Sherrill
Fred Sherrill
Nelson Skinner
Frank Rose
Edwin Halsey
William T. Helmuth, jr.
Frank D. Collins
Russell Grimshaw
Mario Visuso

Miss Harbeck Tells of Con... tions Behind th...

Following is a letter to Miss Louise Falconer, who is staying at the Maidstone Inn, from Miss Mildred Harbeck, who is in France:

Paris, July 12th, 1917.

Louise dear:—

This certainly is the life! . . . The depot is so interesting. We unpack the cases in the morning, and get everything in apple-pie order, then in the p. m. the refugees arrive and we dress them in the wonderful clothes you sweet people send us. It is really touching to see their absolute abject gratitude—and one poor woman who we dressed asked in the most simple way, "is God an American?"—and surely we can't expect more than that, can we? The one trouble is that we really haven't enough, that is of certain things, for instance shoes and black pinnafores for the children. You know the kind they wear over here—made of black muslin—I am asked at least five or six times a day for them. We are sadly in need of all sizes of shoes, new ones, we literally have to turn ... away almost bare-footed, all b... we haven't the shoes to give ... I only wish all the people in A... ca could realize the situation—...

men wh... who are ... ed right ... I would ... the opp... here in ... thing, ... derful ... it is an ... everywh... factor ... that I ... be I am ... world ... —you ... words ... tude, it ... minute ... like you ... and you ... nor hal... but may ... an idea ... the cred... Hosmer ... cellar o... on? T... brillian... Duryea ...

H-5

...have been bringing their lawnmowers to us to ... has so increased that we found it necessary to change ...ow installed the latest make "Ideal," Lawnmower ...nabled to do this work accurately and put the cutting ...on as when the mower was new, giving the desired ...ting edge, thus reducing the friction to a minimum, ...re instead of a drudgery.



It is a well-known fact that owing to their peculiar shape it is next to impossible to sharpen the blades with a file and many a first-class mower has been ruined in the attempt. Resort has been made to emery sticks and emery dust, and while this method is a cheap one it is not desirable, as the clearance of the cutting blade is reduced, making more surface in contact with the lower bar. As the edges become dull the mower has to be adjusted very close so that it *tears* the grass instead of shearing it, at the same time ...n ever. With our machine your old mower can be ...new one.

...f your work Charges always reasonable

H. THOMAS Ford Service

...e and Lawn Mower Repairing

...on East Hampton, N. Y.

...ford

...E UNIVERSAL CAR

...ces August 1, 1916

...ord cars will be effective on and after August 1, 1916

...	$325.00
...T	345.00
...CAR	360.00
...	505.00
...R	595.00
...	645.00

f. o. b. Detroit

...T. J. HEDGES

...t for East Hampton Town

...mpton Wainscott, N. Y.

will be eighty-eight by 110 feet. A seventy-five foot runway will enable the students to run their machines almost into the house without much pushing, as the building itself is close to the water's edge of Fort Pond. It is anticipated that the facilities and natural advantages at hand here will make an excellent training camp.

The officers' quarters are aloof from the power plant, and other noisy buildings, and in this building are fourteen rooms, each large enough to easily accomodate two men. Also there is a kitchen, dining room, and bath room with shower. This building is about 30 by 116 feet.

The students' quarters consist of two houses, and will accomodate a large number of men. Both buildings are alike in structure and are on either side of the mess room and recreation hall. The buildings are about 160 feet in length and average thirty feet in width. In these men's quarters are sleeping quarters and a large living room.

The mess room and recreation hall building is between the men's quarters. The recreation hall is seventy feet long and thirty feet wide and will probably be used by the students for dances, receptions, games, etc. The mess room is directly off from the recreation hall and is about thirty feet wide by forty feet in length. A pantry and large kitchen make a wing on the house.

The laborers' quarters, of course, are temporary and the commissary department, under the supervision of Joseph Sharpiro, is located in the same building. All the laborers, carpenters, etc., have their quarters here, although in different rooms The laborers' room consists of one long row of bunks, three tiers high and two bunks in a tier.

The experimental wireless telephony plant, owned by the Western Electric company and now under the management of O. J. Miller, E. E., is dismantled and probably will be taken over by the Federal government in a very short time, as a wireless telegraph station. This station has been pumping water for the entire gang of men since work was commenced.

The camp will have its own power plant, which will furnish twelve

(Continued on page 8)

and black pinnafores for the children. You know the kind they wear over here—made of black muslin—I am asked at least five or six times a day for them. We are sadly in need of all sizes of shoes, new ones, we literally have to turn people away almost bare-footed, all because we haven't the shoes to give them. I only wish all the people in America could realize the situation—I didn't until I saw it, and so I suppose they never will either. Mrs. Duryea is the same adorable person. She has opened a great big depot in Roye, in the newly evacuated district, and we are all going there in turns, it is absolutely devastated, there is absolutely nothing there, so we are bending every energy to send there. There are three houses left standing, and our workers have one of them. There are several German prisoners there who we make do the work, and they are going to take me there so that I can direct them—I being the only person who can talk the nasty language! There is no glass in the windows, just muslin nailed up at the windows, and practically no water. All this I forgot to mention is "behind the lines" and a very difficult place to get to. Miss Anne Morgan has a depot there, but tiny compared to ours—we will send kitchen utensils, bedding, clothes, in fact everything and anything that we can lay our hands on.

Paris is much the same as ever, the streets are very dark, we have hot water on Saturdays and Sundays only, the letters "en ville" cost three cents instead of two, there is no white bread, and few taxis, but these are details and they all add to the interest, and no one thinks of them as being uncomfortable. Only just one of the things that are a bit different.

The trip over was wonderful. I can safely say I never had such an interesting one and never expect to have another half as much so. There were 300 men, and only about sixty women, and about fifteen of these were young ones, so you may well imagine the competition! We all had dozens of suitors all the time, and we were very spoiled. Paris is filled with men, they are all over the place; they wander in the depot evey day for tea. Yesterday we had a Belgian aviator, today a wonderful looking French officer and so it goes, all are real men, all

AMAGANSETT

...gansett's Honor Roll

...ollowing Amagansett men ...olunteered their services to ...ountry and are now serving ...Army or Navy. The Star ...o publish the names of all ...lunteer, and if any have ...itted from this list, they ...dded if sent to this office.

...ter A. Benjamin
...son Edwards
... Payne
...ert F. Barnes
...les Blanchard Barnes
...ard Davidow
...les Jacob
...hon Kelsey
...le Mulford
...ard Rhodes
...ert N. Edwards, jr.
...ph Ciocchetti
...h Parsons
...inie Pardi
...k Edwards

...arion Edwards visited in ...k during the past week.

...v. Mr. Chorley and family ...rned to their cottage on ...n street.

...rjorie Beebe, of Shelter ...ited with her friend, Miss ...dwards, last week.

... Mrs. Fleming, of Utica, ... spending a most enjoy... ...ion with Mrs. W. A. Ben...

...illet Strong, of Bridge... ...as been visiting with her ... Betsey Edwards, this ...

...rther notice, the choir ...teen minute recitals Sun... ...gs, with Mrs. Griffing, ...d Miss Bennett, pianist.

...k and Miss McGoun, of ...ave been visiting with ...e, Mrs. James Eich... ...ing House lane.

...'s Daughters' cake sale ...ld at Mrs. L. H. Bab... ...August 26th. Mrs. ...d Miss Nora Wells com...

SUCCESSFUL CHURCH FAIR

The Church and Red Cross fair held upon the Manse grounds last week Thursday, was a great success.

The different committees worked with vigor and accord, and with few exceptions, no project ever ran along in smoother groves than did the garden party given last week by the Amagansett church.

Perfect weather further perfected the enjoyable occasion and "all ran merry as a wedding bell."

Credit for the delicious tea and luncheon served on the eastern expanse of the lawn was equally shared between the "all year round people" and the ones that year after year make this village their summer home.

The triangle candy booth was a new attraction and deservedly popular; the farmers' booth was a perfect gem; the flower tables were beautifully arranged; the cake committee early in the day, sold out its home-made supply; the little folks went in raptures over the dolls' counter and the story telling tent was also greatly appreciated by the same.

The "Greenland tree" in the center of the lawn was eagerly stripped of its presents, and the mystery shop's sales were rapidly and most satisfactory. A fortune telling tent, with a most attractive gypsy, was well patronized, and ice cream, lemonade, and sandwiches were sold all day long. The frankfurters and rolls were of excellent quality and the committee had to work rapidly.

The fancy work table and the King's Daughters' domestic table were well filled with attractive handwork and did a better business than ever before.

The sports corner was something of an innovation but a great success and added much to the pleasure of the older ones as well as the young folks.

The receipts were over $615, of which ten per cent. goes to the local Red Cross.

WAINSCOTT AND SAGAPONACK

Clarence Hand, of East Hampton, visited at his old home in Wainscott, last week.

Mrs. M. B. Lewis, of Sag Harbor, was a recent guest of Mrs. Howard Hand.

AVIATION CAMP AT MONTAUK

(Continued from First Page)

street lights, and house lights for all the buildings in the camp. The plumbing is nearly completed and the sewage disposal system will be installed this week. The water plant will pump water for the entire camp for drinking and fire purposes, and the supply tank, now on the side track waiting to be conveyed to the camp, will hold 15,000 gallons of water and weighs thirteen tons. The machine shop, truck shed, and all other buildings for industrial purposes, are separated from the barracks.

The entire scene amazes one who has not visited Montauk within a month, and brings home the fact that Uncle Sam is going to prepare. All construction work is made of the strongest material and it is very evident that the camp will be a permanent one.

SPRINGS

Talmage Bros., of Georgica farm, threshed in this place, the first of the week.

Mrs. S. E. Fields and family spent a part of last week at "Camp Happy Times."

Mr. and Mrs. N. E. Talmage visited with relatives in East Hampton, last Friday.

Mrs. Edward Lester, of Amagansett, spent Sunday with her parents, Mr. and Mrs. C. C. Miller.

Our farmers are carting fertilizer and manure this week in preparation for the fall planting.

D. L. Chester, dry goods' merchant from Bridgehampton, called on his friends and customers here, this week.

Mr. and Mrs. Frank Pigeon visited with Mr. and Mrs. Alfred Foster in East Hampton, on Monday evening.

Several of our base ball enthusiasts went to the county seat to enjoy a big League game there, the first of the week.

Miss Abigail Edwards, of Brooklyn, is visiting with her parents, Mr. and Mrs. D. S. Edwards at Franklin farm, this week.

Miss Anna McCormack and her sister-in-law, Mrs. McCormack, who have recently visited at Benjamin Miller's, returned to their homes in the city.

George Finch, of Madison Barracks, Sacketts Harbor, and Wilmer Schellinger, of Fort Slocum, N. Y.

AN ANTIQUE PHRASE

The "Are and of Right Ought ..." Used in the Declaration...

Has it ever occurred to you ... one of the lingering sentence... phrases which Thomas Jefferson ... into the Declaration really is a v... ble antique?

Professor William A. Dunning ... lumbia university about fifteen ... ago pointed out that the phrase ... and of right ought to be," has ... used so often that he would no... surprised to find some Egyptologis... cover its equivalent on an Egy... temple.

He began tracing the phrase and found Swift had used something it in referring to the Church of land.

Of course, Richard Henry, Lee used it before Jefferson in his re... tion in congress June 7, 1776.

But before Dean Swift had appli... the bill of rights which placed ... liam and Mary on the Scottish th... said of them that the[y] did bec... were, are and of right ought t... laws of this realm our sovereign ... and lady."

That did not satisfy Professor T... ning, and he started back throug... middle ages and found in 1300 P... Boniface VIII. used a similar sent... with King Philip the Fair of Franc...

It appears that Philip had some... tion of independence, and the p... gave him to understand that ... French of right are and ought to ... subject to the Roman king and the ... peror."

Of course this went, and Philip c... tinued to be fair haired, but not in... pendent.—Philadelphia Ledger.

LIGHT OF THE FIREFLY.

The Luminous Organ of the Insect ... How It Operates.

A study of the luminescence of ... firefly, and especially of the chemi... elements involved, by F. Alex McD... mott has brought forward several v... interesting points.

So far as is known, two consta... chemical factors, water and oxyg... are necessary for the production ... light by living organisms. The t... necessary factor, the substance ... dized, may be and probably is varia...

The luminous organ of the fire... consists of two layers of material ... der the outer transparent cuticle ... The inner of these two layers consi... mainly of guanin, a compound simi... to uric acid, and this probably serv... as a reflector. The outer layer c... sists of a mass of cells normally o... pale yellow color.

Both layers are penetrated by in... merable minute tracheae (ducts), wh... unite in the interior to form larger passages ... in the outer layer of y... ing a network some... the finer veining of a ...

H-5

EAST HAMPTON STAR

C-4, BIGGEST DIRIGIBLE IN U. S. MAKES SUCCESSFUL FLIGHT

Feb. 14, 1919

Assembled at the Montauk Air Station, Passes Government Tests in Flight Last Saturday.

On Saturday last the first trial flight of the C.-4, the huge dirigible which has been assembled at the Montauk Naval Air Station, was successfully made. The flight was made to test out the machine before Commander Maxfield, from the department at Washington, who is considered to be the highest authority on these machines. Comm. Maxfield is just back from overseas where he has been on duty on French and English ships.

The flight was made from the hangar to Block Island, out to sea a few miles, back to Amagansett and return to the Air station. This huge machine of peace and war is the latest model and largest dirigible in the United States and is a sister ship of the C.-1, which lately made a successful flight from Rockaway Beach to Key West, Fla.

She carries a crew of six men, has two Hispana Suiza motors that drive her at a speed of fifty-five miles an hour, and besides the crew, can carry 3,000 pounds of bombs or other useful load. The motors are a French model, although made in the United States, and can develop 170 horsepower each. Mr. Branigan and Mr. Glazier, of the Goodyear Rubber Co., have been in charge of the assembling of the machine, which took nearly three months. She is nearly 200 feet in length, has 180 000 cubic feet capacity and a cruising radius of about 600 miles. That is, she can stay in the air and cruise around for 600 miles without landing. The huge bag, which nearly fills the hangar, was made at the Goodyear Rubber plant at Akron, Ohio. Other parts were made in other plants and sent to Montauk, where they were assembled. The successful flight of the C-4 last Saturday is only a proof of what we may expect to hear and see within the next few years. In all probability similar machines will be used in transporting merchandise and passengers from one point to another, and possibly across the big pond.

Although we are not able to learn definitely, in all probability the Montauk Naval Air Station will be a permanent camp, used as an experimental and coast guard station. The reason for such a conclusion is that building operations are still in progress and because of the amount of money the Government has already invested there it does not seem that the camp would be abandoned.

Besides the C-4 there is another much smaller dirigible at the camp. This is the machine that has often been seen cruising over eastern Long Island towns. We are told that this machine has become unsafe and practically unfit for use and will be deflated and room made for other machines. This machine was the first of this type of dirigible ever flown in the United States, and has a record of having flown several thousand miles.

Although there are usually several seaplanes at the Montauk Air Station, this winter the number was reduced to six. All of these machines are the latest word in flying boats and are driven with the famous Liberty motor. They carry the red and green lights at night just the same as any ships, and are always in touch with their home station by means of a radio instrument with which every machine is equipped. One of the latest additions at the camp is a small tractor which is used to pull the machines out of the water and up into the hangar.

Captain Donohue is the present commander of the station, having been in command about a month. Capt. Donohue was formerly a flyer and had the honor of going up in the first machine that flew from the Montauk camp. Shortly after the opening of the camp he was transferred aboard the U. S. S. Huntington, which was used as a convoy vessel. One of the best means of combating the submarine was in use on board the Huntington, that was carrying seaplanes right aboard. Whenever occasion arose the machine was used in aiding to locate the sub. The plane would leave the deck of the vessel by the aid of a catapult which literally shot her into the air. It was while on sea duty that Capt. Donohue witnessed one of the bravest deeds he has ever witnessed since he has been in the service. They were about mid-way across the ocean when the observation kite balloon, which was also used in combating the submarine, suddenly turned several loop-the-loops and landed the observer in the ocean, caught in the snarled and tangled ropes. For a minute it seemed certain that he would be drowned, when suddenly a sailor from one of the ships was seen to mount the rail and leap into the water. Amid cheers from the troops aboard the troopship from which he had jumped he swam to the side of the drowning man and managed to free him from the wreckage. They were both shortly picked up by a small boat sent from the ship. The name of this gallant young sailor is Patrick McGunnigal now stationed at the Montauk Air station. The captain of the U. S. S. Huntington witnessed this deed of heroism and recommended McGunnigal for a medal, which he now proudly wears on his breast. We believe that he was the first American in this war to be cited for bravery.

There are now 220 men and thirty officers stationed at the camp. One of the latest additions to the already numerous buildings in the camp is a large steel hydrogen tank capable of holding 100,000 cubic feet. This will be used as a container of gas.

LIEUT. ANDREWS IN GERMANY

Second Lieutenant Thomas Stewart Andrews, son of Mrs. George E. Morgan, summer resident of East Hampton, is now stationed near Co[illegible] Germany, [illegible] spend

LIEUT. HALSEY HONORED

Lieut. Wilmot Halsey, of Westhampton, and known to many East Hampton residents, who went overseas last October with the Aviation Corps, has been [illegible]

WILL TEST ELECTION LAW

Unless an overwhelming preponderance of legal opinion should discourage the movement, nominations for the election of town officers this April will undoubtedly be made and the constitutionality of the law passed last year changing the date of the election to November will thus be put to the test. The movement, which appears to have had its start in Oyster Bay, has had the effect this week, of causing the politicians in other towns of Nassau and Suffolk counties to take notice of the possible result should their political opponents have a ticket ready and catch them napping, if the court decides that the law is bad.

The Suffolk county dinner will be held this year at the Hotel McAlpin on Saturday, Feb. 15, at 6:30 sharp. The speakers are men of note and include Hon. Frederick C. Hicks, Hon. Francis M. Hugo, secretary of state; Hon. Edward M. Bassett. Tickets are $3.50 per plate. Address 290 Broadway, Room 411 or phone 5519 North for your ticket.

ARMERS SATISFIED WITH FARMERETTES

Testimonials from Those Who Employed Them Last Summer Read at Grange Meeting

The Grange of Bridgehampton, L. I., meeting last Thursday evening, voted unanimously to request the New York State Woman's Land Army to send a land army unit to their section of Suffolk county this spring, because of the success of the work of the farmerettes in Suffolk county last summer.

Miss Monoca Walsh, one of the old secretaries of the Land Army, addressed the Grange meeting, during which one of the farmers paid her the tribute of being "the only baker I ever heard who really knew all about marketing problems, without being a farmer."

Last year girls served in the land army camps in Suffolk county, working on the farms at all sorts of labor. One of the farmers at the meeting gave the folowing testimony in regard to the girl farm workers:

"It is with pleasure and satisfaction that I make the following statement regarding the work done by certain patriotic young women who have been on my farm:

"The girls have done every kind of work that the men have done, which covers a wide range, such as plowing, harrowing, planting, sowing, spraying, harvesting, binding, threshing, filling silos, all kinds of work with tractors, milking, teaming, and many other things which come into the regular agricultural routine throughout a busy year.

"None of the girls in my unit had any previous farm training. I have [illegible]

proximating $800,000,000, maturing March 15. The first payment of the income and excess profits taxes for 1918 was planned for that date, to meet this huge obligation.

"The American people have proven that there is no emergency too great to be met and solved by co-operation. This present situation is another emergency which can be overcome by co-operative effort. The Bureau extends its every force toward this end, and I am relying upon the people to meet the situation wholeheartedly.

"The Internal Revenue bureau must carry out the program prescribed in the new law, which requires all returns for 1918 to be filed on or before March 15, 1919, and requires the first quarterly payment or the entire payment to be made on or before that date.

"Every taxpayer who can possibly do so is urged to make full payment of his income tax on or before March 15. The quarterly payment is intended for taxpayers whose financing of the tax at one time would tend to upset local financial conditions.

"The approval of the report of the conferees by the Senate and House of representatives brings the new revenue bill to the point where it may be assumed to be law. The Internal revenue bureau has been making preparations to collect the taxes which it provides, and is now putting all of its efforts into aiding the taxpayers to fulfill the obligations imposed.

"The bureau has arranged to send an advisory force of several thousands of deputies and agents to assist taxpayers. These officers will be stationed at convenient points where they may be consulted without cost. Taxpayers should take the initiative and get in touch with these revenue men for any needed assistance in preparing returns.

"The forms for the tax returns are being printed and all forms will be in the hands of collectors between February 15 and March 1."

WAR SAVINGS OFFICIALS CONFER

Discuss Plans to Make the United States a Nation of Savers and to Boom Victory Loan

Two hundred representative citizens from nine different counties of New York met Monday at the Chamber of Commerce, No. 65 Liberty street, and decided upon the ways and means to encourage the spread of savings ideas and the sale of War Savings Stamps during 1919.

One of these methods, it was disclosed by Guy Emerson, vice director of the Government Loan Organization, who presided, is to obtain of the Post Office department official sanction for the use of one cent postage stamps, twenty-five of these to be pasted upon a card and turned into post offices for a thrift stamp, which in turn may be exchanged for a war savings stamp. This is to encourage thrift among the children.

Another method is to sell to every person either a thrift stamp, or a War Savings Stamp and to get every resident into a War Savings society where pledges are given to lay aside certain amounts for these forms of Government security.

War Savings chairmen from Westchester, Nassau, Suffolk, Rockland, Putnam, Dutchess, Sullivan, Ulster, and Orange counties were present. Postmasters, bankers and many volunteer workers were also in attendance. Mr. Emerson outlined to those at the conference the plans of the Treasury Department for the sale this year of W. S. S., also plans for the Victory Loan drive and reasons it is necessary to make of the United

early. This has list will follow.

The general c requested to mee ble to devise pla gestions to the me meeting.

It may be pos our members wo furnish material f other members w ticles. If any sh material will they be given out at th

Possibly some same apron patte very well. If s send them to Mrs chairman of the

If any person will you kindly p member of the ge soon as possible?

It is hoped tha will preserve the committees for and after learning appears, will you every effort to ma best?

F

L. V. I. S. F

Chariman—Mrs. General Comm Dayton; Mrs. Geo Alice Boughton, wick, Mrs. J. E. E. Wheelock, Mr David Edwards.

Gate Keepers— Mrs. F. B. Smith, Mrs. Felix Domin Gay, Mrs. S. S. C

Decorations—M Mrs. J. D. Voorhe Mrs. John Erdm Reid.

Music and E E. J. Vaughan, M Mrs. E. E. McCal wards, Mrs. Og Mapes, Mrs. N. D. Hyde, Mrs. W.

Household—Mrs Mrs. Wm. Jones, sons, Miss Stimson nell, Mrs. George

Fancy Work— Mrs. F. H. Tillin Hedges, Miss Ella Meli, Mrs. Nash.

Baby Booth— Mrs. E. T. Aver Miss Edith Eldred ford.

Farm—Mrs. Fr G. L. McAlpin, J. C. Lawrence, Mrs. Albert Gall Lockwood.

Five and Ten Barns, Mrs. P. S Wood, Mrs. C. R Green, Mrs. T. Boughton.

Flowers—Mrs M. B. Talmage, Mrs. H. Sherrill, Mrs. S. G. Osborn Mrs. S. A. Gregor

Dolls and Toys Mrs. Wm. Gay K. Davis, Mrs. Wm. Spencer.

Candy—Mrs. Mrs. B. M. Osborn sons, Mrs. I. Reutershan, Mrs. Thomas Gilmartin Mrs. A. Steele.

Art Table—M Miss M. A. Aspin Pony Rides—M Tea Table—Mrs Potter, Mrs. M. W. Harkness, M Mrs. F. Hollister. hous

Cake—Mrs. S. F. Halsey, Mrs. Lester, Mrs. O. George Smith.

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Dec. 26, 1919

East Hampton Star

VOL. XXXV

TO DISMANTLE MONTAUK CAMP

Bids Opened for Buildings and Hangar

I. Y. HALSEY HIGHEST BIDDER

Lewis Wrecking Company Highest Bidder on Fifty or More Small Wooden Buildings

Announcement has been made by the Department of the opening of the bids on the buildings comprising the Montauk Naval Air Station at Montauk. For the fifty-odd wooden buildings at the camp the Lewis Wrecking Company, of New York, was the highest bidder, and for the seaplane hangar, I. Y. Halsey, of this village was highest. It is reported that the bid for the wooden buildings was $10,000 and for the hangar $2,000. The original cost of building this camp, including all buildings and equipment, is estimated to be about $1,500,000.

The large dirigible hangar was not included in the sale and it is understood that it will be dismantled at the camp and transported to Cape May, where it will be materially enlarged to accommodate the largest dirigible now in existence. The building will be made about 1,000 feet long, 200 feet wide and 125 feet high.

The department up to the time of going to press, had not awarded the bids.

If Mr. Halsey succeeds in obtaining the seaplane hangar he will add this large building, constructed of galvanized iron, directly onto the rear of his present garage. This will add about 1,000 square feet of floor space to his establishment, thus placing it in the lead of any other garage on the east end of Long Island. He will probably make several material alterations in his present garage, such as adding a large show room onto the front.

At present there are only a few men at the station under the command of Lieut. Evans. They are engaged in packing up the supplies and files preparatory to the breaking up of the camp. The station has been officially closed since last July.

POTATOES PAY WELL

Potatoes have been an unusually profitable crop to New York farmers this year, for the yield in this state

FREEZING WEATHER STOPS ROAD WORK

Large Steam Dredge Frozen in at Three Mile Harbor and Work at Bridgehampton End Stops

The work on the state road, Dev-n to Bridgehampton, has practically come to a stand still owing to the cold weather. Work on the Bridgehampton end has been stopped and the men laid off temporarily and probably will not be resumed until early spring, because, in all likelihood, we will have freezing weather until then. The road has been completed as far as the post office, and the most of it is open to traffic. The remainder of the street as far as the Monument, is torn up and all ready for the laying of concrete as soon as the weather permits.

The steam sand sucker and dredge at Long Beach, Three Mile Harbor was frozen in solidly last week in about five inches of ice. Everything was in readiness, before the cold snap set in, to go on with the dredging. The pipe line from the dredge, which is in the cove in the little harbor extends several hundred feet along the shore to the uplands where the sand will be thrown into large piles. When this huge machine is in operation it would be well worth anyone's time to inspect its workings. The sand is sucked from the bottom, forced into the pipeline that carries it to the mainland, and screened, all in one operation. The contractor figures that with this machine he can obtain sufficient material, stones and gravel, to keep a large gang at work.

The present plan is to begin work on our Main street as early in the spring as possible, and in the meantime material will be taken from Three Mile Harbor when it is possible to work.

LEGION TO FIGHT DISLOYALTY

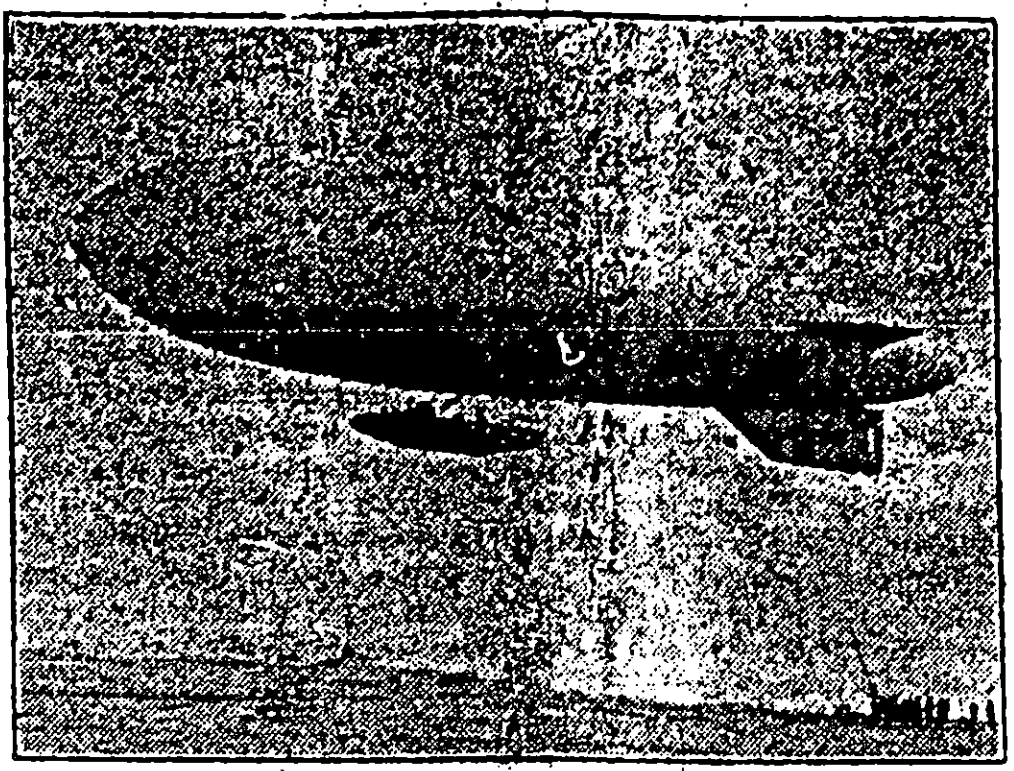
The entire membership of the New York League for Americanism has been offered as a patriotic contribution to the Lusk state legislative committee which has been working to root out disloyal activities in the state.

The support of the league has been offered to the Lusk committee in a letter from Secretary Carleton D. Babcock, of the league, in which he says:

"The New York League for Americanism, with a large membership in all parts of the state, is devoted to the promotion of a spirit of true Americanism among all the people of

EAST HAMPTON
SHINES FOR ALL

EAST HAMPTON, N. Y., FRIDAY, FEBRUARY 21, 1919



Photograph of the C-4, the biggest dirigible in the United States, on its trial flight. This huge aircraft measures 200 feet in length and has a speed of about one mile per minute. She was assembled at the Montauk Aero Station and flew to Rockaway Beach Monday, where a few minor changes will be made.

REPORT OF EAST HAMPTON AUXILIARY SOUTHAMPTON HOSPITAL

H—5

According to the report of the East Hampton Auxiliary to the

Smith, F. B.	5.00
Spivak, S.	5.00

East Hampton Star

EAST HAMPTON, N. Y., FRIDAY, JANUARY 30, 1920

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HOOK & LADDER CO. MEETING

Gardner Osborn Re-elected Foreman of Company

SPEND A PLEASANT EVENING

Resolution Passed Asking for the Installation of Some New System of Fire Signals

As was predicted in the Star two weeks ago, there was a little "something extra" at the meeting of the Hook & Ladder Company of the Maidstone Fire Department, which was held last Saturday night at the Fire House. A good eighty per cent of the membership of the company was on hand in answer to the call sent out by Foreman Gardner Osborn that every member was urgently requested to be present.

This was the annual meeting of this company and when it came time for the election of officers, Foreman Osborn, as usual, tried to slide the responsibility from his shoulders. But the members were ready for this move and when he asked that his resignation be accepted, it was regularly moved that the election of officers be continued. This left Mr. Osborn without a choice and, in his usual good natured way, he bowed to the will of the majority and gracefully accepted the foremanship for the ensuing year. J. W. Hand was re-elected assistant foreman and Raymond A. Smith, secretary.

Several important matters were discussed by the members, the most important of which was the question of the installation of a suitable system of signals in the district. At the present time the signals used are entirely inadequate. Several times it has happened that the department has arrived at the scene of the fire before the signal was given. This is not the fault of anyone in particular but the fault of the system used. A vote wa staken on the question of installing an up-to-date signal system and the following resolution was passed: "That some action be taken by the Hook & Ladder Co. whereby the attention of the fire commissioners and electors of Maidstone Fire District No. 1 would be brought to the necessity of installing some new system of signals.

Following the business meeting Foreman Osborn and Assistant Fore-

EASY LIFE AT MONTAUK CAMP

Camp Nearly Deserted, Lieut. Evans in Charge, Only Waiting for Demolition of Camp

To a visitor at the Montauk Naval Air station the change that has come over the place in the past two years is quite noticeable. Two years ago there were hundreds of men at the camp. every one of them busy with their special detailed work, guarding the camp, flying the seaplanes and dirigibles and caring for these machines. At that time the camp was closely guarded. Upon entering the camp a visitor was met by a guard carrying a rifle. He was asked where he was going and what his business was at the camp. This information had to pass through several officers' hands until finally it reached the commander in charge. If your credentials were O. K. you were allowed to go about your business. Everything in those days was hustle and bustle at the camp. Those were war days. Today everything is changed. You are allowed to wander into the camp from any side, and look about as much as you please. After walking about the camp and making an inspection without interruption, if you are in search of the commander, you will probably eventually run into the officers' headquarters building, not by any given direction or order by a guard but more by good luck than anything else. You wander through the kitchen, where you are confronted by no less a personage than Jos. Shapiro, head of the commissary department. If you are acquainted with Mr. Shapiro your troubles are at an end, but if you are not, he will at once begin to fire questions at you like lead issuing from the mouth of a machine gun. If he considers everything satisfactory and you wish to see the commander he announces your presence to Lieut. Evans.

Lieut. Evans had many exciting experiences during the war, the most exciting, however, was when he, and two others were flying in a seaplane at Far Rockaway and when passing over the large gas tank at the station the machine got caught in the framework, completely wrecking the machine and killing two of his comrades. Another time he was lost in the Pacific ocean for three days and was finally picked up by a passing steamer.

Lieut. Evans has his office, sleeping

JUNIOR HOME PROJECT

County Meeting at ... head, January

PLAN COUNTY ORGAN

Work Would Promote I... Gardening, Potato, Co... Bean Growing

A county meeting for th... of organizing junior hom... work for Suffolk county wi... at the court house, Rive... 1:30 p. m., Saturday, Jan. 3... fessor W. J. Wright, Sta... Project leader, State Colleg... culture, Cornell University, ... Snyder, of the State Depa... Education, are to be the ... They will outline the princ... general policies underlying ... ganization of the work in otl... ies of the state. A cordial ... to attend this meeting is ... to anyone interested in boys ... in Suffolk county.

Junior home project w... co-operative enterprise carr... the State College of Ag... which also represents the ... partment of Agriculture; ... Department of Education; ... cal committee. While t... many features of this wo... have helped to give it increa... minence in the United St... fact that its main objective ... velopment of boys and gir... out above all others. It see... teresting the boys and girls ... culture and home making ... through an educational ... which has direct application ... mon problems of every day ... give the maximum of plea... profit and the opportunity ... perience that growth whic... from direct play, supervis... and productive effort.

Experience shows that ... this work is most success... organized as a county-wi... ment, in which case the wor... employs a director of agri... devote his entire time to ... opment of the work. On t... board should be represente... terests of the school, ... home making interests a... ments which particularly ... themselves with the local

Corporation incorporated, to build farm machinery in s are L. H. S. Moran, of Gabbage,

inter Sports arnival to b Locust Val-

nounced that icts the Met- rt, has pur- Amusement in the Cen- peenoperated atre by them

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Following the business meeting Foreman Osborn and Assistant Foreman Hand made the announcement that if the members cared to remain for a while they would be sermain fo ra while they would be served with refreshments. It is needless to say that every member remained seated. After refreshments an hour or two was sociably spent playing cards and pool, the meeting not breaking up until nearly midnight. A hearty vote of thanks was tendered the foreman and his assistant for the evening's entertainment. Everyone had enjoyed such a pleasant evening that it was decided to make a small assessment upon every member of the company so that this practice of having the regular meeting both one of business and pleasure might be continued.

ATTEND COUNTY SCOUT MEET

The first annual dinner of the Suffolk County Council Boy Scouts of America was held at Roe's hotel, Patchogue, on the evening of Jan. 17, 1920. Over one hundred and fifty men from this county attended the dinner, most of whom were scoutmasters and patrol leaders, and other men connected actively with the county organization. Frank

commander in charge. If your credentials were O. K. you were allowed to go about your business. Everything in those days was hustle and bustle at the camp. Those were war days. Today everything is changed. You are allowed to wander into the camp from any side and look about as much as you please. After walking about the camp and making an inspection without interruption, if you are in search of the commander, you will probably eventually run into the officers' headquarters building, not by any given direction or order by a guard but more by good luck than anything else. You wander through the kitchen, where you are confronted by no less a personage than Jos. Shapiro, head of the commissary department. If you are acquainted with Mr. Shapiro your troubles are at an end, but if you are not, he will at once begin to fire questions at you like lead issuing from the mouth of a machine gun. If he considers everything satisfactory and you wish to see the commander he announces your presence to Lieut. Evans.

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Lieut. Evans has his office, sleeping accommodations, rest room and a half a dozen other things combined, in one room in the headquarters building. The room is heated by a large coal fire, the heating system is turned off or frozen. Instead of the corps of attendants that formerly answered to the beck and call of former commanders, Lieut. Evans is now obliged to write his own letters and do his own office work.

This week representatives of the Lewis Wrecking Company were at the camp to take an inventory of the buildings and their contents. It is learned that the camp must be completely demolished by the first of May. If you are in search of a storage place for your eggs or sugar, we can give them a little tip. There is a building at the camp that would just answer your purpose. We refer to the bomb house, constructed of concrete, walls about fifteen inches thick. We believe that you could buy the whole thing for a couple of dollars, and perhaps you could get the company to give it to you, providing you move it off of the grounds.

GRANTED A SEPARATION

Snyder, of the State Departn Education, are to be the sp They will outline the principl general policies underlying ganization of the work in other ies of the state. A cordial inv to attend this meeting is ex to anyone interested in boys ar in Suffolk county.

Junior home project work co-operative enterprise carried the State College of Agric which also represents the U. partment of Agriculture; the Department of Education; and cal committee. While ther many features of this work have helped to give it increasin minence in the United State fact that its main objective is t velopment of boys and girls out above all others. It seeks teresting the boys and girls in culture and home making act through an educational pr which has direct application to mon problems of every day li give the maximum of pleasur profit and the opportunity t perience that growth which r from direct play, supervised and productive effort.

Experience shows that gen this work is most successful organized as a county-wide ment, in which case the work u employs a director of agricultu devote his entire time to the opment of the work. On this c board should be represented th terests of the school, agricultura home making interests and ments which particularly co themselves with the developme boys and girls. If those pr decide to organize on January a county board of junior exte will probably be elected at the

The following projects are r nized throughout the state as adaptable for junior project v gardening, potato, corn and growing, poultry, pig, calf, r and sheep raising, cow testing record keeping, foods, (inclu canning), and clothing. These jects are carried on by individ In communities where a numb the boys and girls are engage the same projects they form a with some volunteer adult le thus offering possibilities for inc ed value of the work. While work, because of its nature, is ly allied to the work of the sch it has been found advisable, w ever possible, to employ a co director of agriculture to devot entire time to this work, reli school teachers of any responsi unless they wish to assume it as unteer leaders of local clubs.

The following have already pressed their desire to see the possible for the boys a Suffolk county: The school t of Riverhead, Southold and St.

H-5

Y SOCIAL ORKERS MEET

/elfare Organizations of ounty Hold Meeting t Camp Upton

arly part of the ye[illegible] ocial workers in Suffolk organized, its object be- te a better understanding a better opportunity for n between the various wel- izations in the county. e following organizations nted in the membership: Service, American Red -Tuberculosis Association, Child Welfare, Public sing, Field Service of U. artmental Social Hygiene ng Men's Christian Asso- ung Women's Christian . Boy Scouts, Girl Scouts, d of Health (After-care 'aralysis), Child Placing Suffolk county, and Home Bureau.

meeting was held at Camp morning session being with the regular business . Luncheon was served r's club. The afternoon an at 2 o'clock, Colonel nson, commanding officer pton making the opening is subject was, co-opera- n camp and nearby com- d at its close there was liscussion as to the best inging this about. Short lso made by Major Curtis; th, of the Volunteers of d R. K. Atkinson, direc- nunity service, Long Is-

he courtesy of the camp inspection of the educa- recreational centers and s followed the adjourn- meeting.

DUCK FEED

uck industry at Eastport ay of being seriously af- week by the raisers not to secure the necessary Through the efforts of t Seaman, of Eastport, . Homan, of Riverhead, ut 1,000 tons of feed ured. The situation s these men had scoured ets in their vicinity for success. The feed was Greenport by boat and rted in trucks to the Prior to the receipt of some of the growers

MONTAUK CAMP IS DEMOLISHED

Many Buildings Bought by Local Residents

MOVE HANGAR TO CAPE MAY

Great Quantity of Second Hand Building Material Sold by Wrecking Co.

The demolishment of the big navy air camp at Montauk is about completed, all of the smaller wooden buildings having been moved away or torn down and workers from the U. S. Steel and Iron Works, Pittsburgh, have about finished dismantling the dirigible hangar. Already seven carloads of the iron structure have been shipped. I. Y. Halsey has dismantled the seaplane hangar and moved most of it to his garages at East Hampton and Southampton, where he will use the material in making additions.

Several of the wooden structures erected when the camp started were purchased by persons on the east end of the Island. Two have been moved to Bridgehampton, where they will be used as potato storage houses. Others will be turned into living quarters, warehouses and garages.

The large gas tanks erected at an enormous expense to the government are being taken down. These tanks had not been completed at the time of the signing of the armistice, nevertheless the contractors continued their work until the large compressor had been completed.

The large dirigible hangar will be moved to Cape May where it will be added to another of about the same size and the entire structure raised several feet, making the largest dirigible hangar in the United States.

Some of the government buildings were purchased by the following people: Edwards Bros., the officers' recreation building; H. N. Edwards, the photo labratory; Elisha Osborn, Wainscott, flask house; John Schenck, machine shop and garage No. 2; Nick Bock, motor test house; Capt. Knowles Smith, oil reclaiming house; Arthur Holliday, wash house; Joe Miller, bomb house No. 1, fire prevention system pump house; N. C. Osborne, blower units buildings No. 1 and 2.

The Navy department has turned over the officers' quarters building to

BOARD APPROVES ROAD PLANS

Board Goes on Record as in Favor of Keeping Agricultural Law 800 in Force

The Suffolk County Board of Supervisors held a special meeting at the Court House Monday for the purpose of acting upon plans and estimates of costs for the reconstruction of the Amityville-Babylon highway, No. 693.

A motion was adopted approving the plans, estimates, and costs of this highway, the state to pay sixty-five per cent, $88,400; the county of Suffolk thirty-five per cent, $14,070; the village of Amityville pays as extra work $38,900.

A motion was also adopted authorizing the town of Babylon to borrow the sum of $38,900, in order to pay the town's share for the reconstruction of the county highway. The town of Huntington was also authorized to issue bonds for $46,150 to pay the town's share of the highway.

Dennis Homan appeared before the board in regard to the repeal of chapter 800, Laws of 1917, relative to the agriculture law in relation to reimbursement for animals killed by dogs.

On motion of Supervisor Benjamin G. Halsey and duly adopted, the clerk was directed to communicate with the governor, stating that it is the wish of the board that the act passed at the last session of the Legislature, "An act to amend the agricultural law, in relation to dogs," remain as it is now.

$12,000 WILL SET ASIDE

Surrogate Selah B. Strong of this county has been sustained by the Court of Appeals in the Joseph Stawski contested will proceeding, from Cutchogue, a decision to that effect being handed. This is a victory for the contestants, represented by former County Judge John R. Vunk, in every court.

The will disposed of property valued at over $12,000. It was executed on Stawski's dying bed. In fact the surrogate in his opinion pointed out that Stawski was unable to speak at all when he was propped up in bed and made "his mark." The will gave most of the property to his widow, a second wife, for life use, then to Stanley Stawski. the contestants were other children, Frank Stawski, Mrs. Henry 789$--12345607890$-- Mrs. Mary [illegible]

WILL NOT UP MA

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WORKING AT B

Road Builders wit fany have Conf Mile H

The failure of th Dredging Co., to Roads Engineering the Bridgehampton with gravel for us tion of the road m. that East Hampto remain untouched t though they did st gravel at Three M they have been d late now to start te The contractors ar about the situation they are able to co difficult tasks tha One of the big hol in transportation. a big supply of Bridgehampton, wh last fall. Seven b are tied up in New cause of the harb these unlooked fo the gravel question Mr. Anderson, wh the job, and his for on the jump since three weeks ago.

Steam was gotte the big road machi laid up at Bridgeh and Mr. Anderson crete to-day on t end. They have b two weeks screenin and carting it t The Town of Sout the company right on the beach at N

Mr. O'Niel and Sand and Gravel D has contracted to for the ronds, with Tiffany. Mr. Ande by, of the Good Co., spent most of going over the gr Three Mile Harbor. failed in their gravel in the h have hopes of dig

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T LONG LAND INKLINGS

of the Week Gathered here and There on Long Island

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RLS' CONFERENCE

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The Navy department has turned over the officers' quarters building to the radio communication service of the navy. The remainder of the buildings at the station have been wrecked for second hand building material.

The Montauk Naval Air Station, during its existence, maintained the highest record for flying hours of any of the camps along the coast and we have heard that it was the best constructed and equipped station.

There has been a great deal said about the extravagance at the camp, both in its construction and maintenance, and if what we have heard concerning the practices of some of the flyers in their efforts to draw the greatest pay is true, the charge of extravagance is well made, and if employed at all stations is a sign that there is need of great improvement in the management. In order to draw the largest pay allowed it was necessary for the flyers to make a certain number of "hops" a month, and in order to fill their end of the order the men would go up in the kite balloon for a few minutes and then be hauled down again for no other purpose in the world than to draw the greatest allowance. This, we have been told, was practiced regularly at the camp. We were told of a case recently, where one of the flyers formerly stationed at Montauk found it necessary to leave the camp he was in, where there were no machines, and go to another camp miles away in order to make his "pay hop," as it is termed.

NOTICE TO ADVERTISERS

Change of copy for advertisements

clerk was directed to communicate with the governor, stating that it is the wish of the board that the act passed at the last session of the Legislature, "An act to amend the agricultural law, in relation to dogs," remain as it is now.

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TO START SUMMER SHEDULE, MAY 19

All Parlor Car Friday Special will run Express from New York to Quogue

Arrangements have been completed by the Long Island Railroad Company to begin its summer train service on Wednesday, May 19th, about ten days earlier than it has been customary to put this schedule into effect in previous years.

During the past four months committees representing every commuter's club on Long Island have conferred frequently with officials of the railroad company for the purpose of insuring satisfactory service to the daily riders in all communities, and the various suggestions offered received careful consideration. As the result of these co-operative meetings, it is expected that the new timetable, effective May 19th, will meet satisfactorily the wishes of commuters on the different branches and divisions of the road.

The changes in the present schedule of train service on the Montauk Division will be as follows:

Eastbound:

Train No. 4, carrying principally baggage, express, mail and newspapers, now leaving New York at 4:55 a. m., will run express to Patchogue, thence to Speonk and all stops to

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NEW ODD FEL

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Capital $100,
H—
Officers
President
Charles W. Osborne
Vice Presidents
Nelson C. Osborne
Samuel A. Gregory

[redacted]

Wrapped up the skins of the wild animals slain by his own hands, the body was placed by the grave in a crouching position with all his choicest possessions, (which included his ancient war implements, around him, all things which he might need in passing to the Happy Spirit world.

After covering the grave the Indians placed a wooden bowl of stump upon the mound and then for a brief moment the Indians passed into the habitation of the last warrior and as they came out a curl of smoke issued from the wigwam, which in a very short space of time was reduced to ashes.

The story of the death and burial of the ancient keeper of the herds was left to the loquacious tongues of the white men, for the taciturn Indian kept all these things hidden in his breast, seeming to think it beneath his dignity to engage in conversation except when absolutely necessary to obtain his desires.

It was from this habitual silence that the white man thought for years, the Indian brother knew nothing about himself, his tribe or his ancestry. To the squaws, more talkative, especially when under the influence of fire-water, was left the handing down of any of the traditions or legends of the great tribe, "once as numerous as the grasses of the field that cannot be counted," that inhabited all of the Indian Island of Manhanset.

[redacted]

[redacted]

MILITARY CAMP FOR MONTAUK

National Guard Units to Make Their Summer Camp at Montauk

It has been announced that National Guard camps will be established next summer at Montauk. The units assigned to Monfauk and dates are Field Artillery, June 19 to 25 inculse; First Field Artillery, August 7 to 21; Second Field Artillery, August 21 to September 4, formally approved by the Corps Area Commander, subject to availability of funds. Montauk peninsula, lying between the ocean and Block Island Sound and stretching for eight miles east from the railroad station at Fort Pond Bay, is ideally located for a summer camp. In 1898, soldiers returning from Cuba were camped in detention areas there. At one time, 45,000 soldiers, among them the famous Rough Riders, were at the Montauk camp.

SIXTY DAYS, $250 FINE

The first conviction in Suffolk under the blue sky law carries with it a jail sentence of sixty days and a fine of [redacted]

[redacted]

[redacted]

[

... past two years. Miss Lee teacher at Spring Water, New k. A host of friends wish Mrs. every happiness.

RENEY-LESTER

iss Rachel L. Lester, daughter of and Mrs. Nathan Lester of East ipton, and Howell L. Reney, son Edward Reney of Sag Harbor, e married last Friday by Rev. N Harkness, pastor of the First byterian church.

TEA DANCE

he Neighborhood Association will a Tea Dance on Saturday after-, April 22nd, from 3 until 6 ck, in the Odd Fellows' Hall. ets may be purchased at the door. ic by Lutz. The next Tea Dance be on Saturday, May 6th.

SBORNE RENTS COTTAGES

M. Osborne rented the following ges the past week: George El-ge Huntting lane, to J. H. Wil-, of New York; Samuel Millers street, to Margaret Reid; Mrs. Dayton's Toilsome lane, to Behr, of New York; Mrs. Kate 's Buell lane, to George C. Stone, uluth, Minn.

WILL SERVE ON JURIES

e following have been drawn to as jurors in Riverhead at the eme Court term which convenes 1, with Justice Lazansky presid-

and Jurors, Frank B. Barnes, ransett; Clifford Foster, Saga-k; and Frank S. Stratton, East pton.

al Jurors, John Bartell, East ton; Frank M. Griffing, Ama-tt; Ernest M. Parsons, Mon-Charles Ortmahey and Frank rtland, East Hampton.

TOWN COUNCIL NOTES

[illegible]

who hurriedly called to a neighbor for help. Mr. Eldredge and Edward M. Gay ran to her assistance and together they carried the injured man to his room. Dr. Edwards answered the call, and before leaving said that it was by only a miracle that Mr. Barns had escaped with his life.

MONTAUK POINT CAMP SITE

For several months the selection of a site for a field artillery camp in connection with the Citizens' Military Training Camps has hung fire because of technicalities, but Tuesday the decision was reached at Governors Island and the place named as Montauk Point, L. I. Maj. Gen. Robert Lee Bullard, commanding the 2nd Corps Area, said at this point the most extensive course in field artillery work possible in peace time will be established and the best batteries within the corps area will be sent there for demonstration units.

The co-operation of practically all the high schools within the corps area has been secured for the Citizens' Camps. Groups of lecturers have been sent out to visit these schools and explain the advantages which the training camps will offer to young men.

Although Supervisor Davis has never given up hope that it will be possible to receive Federal assistance in maintaining a good road across Napeague Beach to the Point, he has gone into the matter with renewed interest since it has been learned that Montauk will be used as an instruction camp this summer.

MEETING OF PRESBYTERY

The Presbytery of Long Island convened in semi-annual meeting in the Westhampton church, Rev. Thomas Coyle, Pastor, at 2 o'clock last Tuesday afternoon. Nineteen ministers and eighteen elders were present. The Rev. John J. MacDonald, pastor of the Port Jefferson church, was re-elected Moderator for the ensuing six months. Dr. Craven re-elected Stated Clerk of Presbytery [illegible] Rev. William Barber of Greenport and Elder Goelet of

with whom she was [illegible] tified for a period of as well as the clubs an of the church.

The late Mrs. Ga this city with her hus Samuel M. Gardner, of 1869. Mr. Gardn offices in the Hull bloc ber of the legislature the early days of th away about forty year Mrs. Gardner's life sh the various church a Second Congregationa ing an especial aptitu ship and was greatly the cause of missions, cess she devoted a grea thought.

In her association societies the late Mrs. occupied many offices a active member of the Sarah Rigga Humphrey A. R., and though at age of seventy-six year a live interest in all ac city and church, which ed to love so well. F years she made her h son Robert S. Gardner place, but owing to the family had been living flect's private home months, where everyth that was possible in ma days pleasant.

There remains to mo the two sons, Robert S this city, Edward E. Ga am avenue, Shelton, tw ren, Elizabeth and Fran ner of this city, two br E. Osborn of East Ha Island, and Dr. Joseph Long Beach, California circle of friends in th who had enjoyed a many years.

Funeral services of will be held from 18 Thursday afternoon at with interment at the the family in Oak Mrs. Gardner predeceased Long Island, and long-lived family. Mr. shown to be found in

April 21, 1922
East Hampton Star

...ny time all hour ...rfens got busy with ...t as quickly as pos...ted to back-fire from ...ad. The wind was ...them, however, and ...rt time it had crose... ...s burning directly ...he south side of

...vis, was out early in ...d when he found that ...langer sent word for ...uck, and No. 2 an... ...had been gone from ...ly a few minutes ...e for more chemical ...I answered. Both ...Mr. Herter's home ...utes before the fire. ...uildings were envel... ...mass of black smoke, ...possible for the fire... ...by their apparatus. ...d the chemicals and ...o the blazing forest. ...twenty-five feet high ...a high pitched roar ...t from the fire, was ...and to hear. The ...after a few minutes ...all along the road ...o the Herter place ...engine was backed ...lake and water run ...line of hose to the ...is in danger. ...as raging at the same ...th side of the Sag

This fire was said ...t least two days be... ...gehampton-Sag Har... ...burned all over the ...that road and then ...road. ...rritory, which com... ...of acres of scrub ...t, been burned over Fortunately the big Northwest have not spring. This terri... ...undreds of acres of ...id. ...is been a very poor ...ll game. Hundreds ...have perished in The men at work report having seen ...ning before the fire ...of safety. These ...ot help but reduce ...game in this section ...st at the breeding

FIT ...EN TONIGHT

Maidstone Club to ... Post For ... Show

...a conference for the ...ne motion picture ...of the Maidstone ... The committee is ...

entitled to receive ballots.

Senator George L. Thompson of this county is credited by many persons with putting through a bill at the request of his party organization alone, by which the boards of election work is turned over to the county clerks who, in both counties, are Republicans.

MONTAUK CAMP SITE SURVEYED

U. S. Army Officers Down This Week

ALSO SURVEY NAPEAGUE ROAD

Seventh Field Artillery Will Probably Arrive at Montauk First of June

Several officers of the U. S. Army have been down at Montauk this week surveying for the camp site on the east side of Fort Pond. The officers have been staying at the Huntting, going back and forth to Montauk in their own motor cars. The officers were Capt. W. G. Sandelin, Lt. Col. A. J. Green, Major L. W. Webb, jr., Major Selleck and B. H. Van Winkler, jr.

Some of the officers landed at Montauk in a navy craft which put in at one of the docks.

The camp will be opened about the first of June, as the 7th Field Artillery now stationed at Camp Dix will leave for their quarters during the last of this month. Later, State Militia units will go to Montauk for two weeks' training, as they did last year.

Some army officers made preliminary surveys of the Napeague road Wednesday. From this fact it might be inferred that the War Department realizes that something will have to be done on this road if a permanent camp is to be maintained at Montauk.

In order to build the Neapeague road it will take a special appropriation and if this is done Congressman Hicks and Senator Calder will have to give their approval and assistance. Everyone interested in this matter should write at once to these congressmen urging them to push this legislation.

It is reported that the building of barracks will begin at once.

A REMARKABLE OLD CLOCK

East Hampton boasts of still having within its limits some of the very few remaining Dominy grandfather clocks built in the eighteenth century by Nathaniel Dominy. We refer to one in particular which has recently been brought to our attention. This clock, which has only an hour hand ...

has also been invited. If there are any poultrymen on the island who are interested in the plans for this tour and do not feel that they are thoroughly represented through one of the organizations mentioned above they should get in touch, either with Arthur Penny of Mattituck, or Miss Marie Meyjes, of Calverton. These two persons will represent the Farm Bureau Association at the conference, and are desirous of having all actively interested poultry groups or associations represented. While no definite recommendations were made by the Farm Bureau committee relative to the details of the tour, the sentiment of the members present at the meeting seemed to favor the holding of the tour sometime during the month of August. R. C. Ogle who is the Cornell representative in the Cornell-Long Island Poultry Project and who was present at this meeting, reported the New Jersey poultrymen are also planning for a tour of Long Island sometime during the summer months. The exact route which they will follow has not been decided as yet.

Another problem which came up for discussion by the committee at its recent meeting was the chicken-pox problem. This disease has become widespread on Long Island and while it made its first appearance only a few years back, it is now recognized as a decided menace to the poultry industry. Harold Gould, of Lake Grove, gave an instructive report on his experience and was very optimistic as to the value of vaccination as a preventative. Upon suggestions made by Mr. Penny, Mr. Ogle, with the co-operation of Mr. Gould, who has already made an extended study of the subject, is to undertake to assemble the latest findings relative to chicken-pox control. The poultry committee will probably plan at a later date, to have this incorporated in a letter and sent to the poultrymen of Suffolk County.

The question of the marketing of eggs was taken up but it was not thought by the committee, feasible, at the present time, to recommend any plan or procedure to improve modern conditions.

Chairman Hendrickson appointed Mr. Penny, Mr. Ogle, and Mr. Francais, to confer with the fair officials and endeavor to improve upon the opportunities for the exhibition of utility poultry at the Suffolk County Fair, this fall.

The following members were present at the recent meeting of the committee:

H. F. Hendrickson, Bridgehampton, chairman; A. H. Penny, Mattituck, secretary; Miss Marie Meyjes, Calverton; Harold Gould, Lake Grove; George McKennon Brush, Huntington; John Francais, Southampton Beach; E. H. Osborne, Southampton; R. C. Ogle, and C. H. Ingles, county agricultural agent.

...questions from protesting in ... court.

Mattituck forget that ... lock-up until a state order ... it up came along. When a ... gets that it has a little town ... little brown jug can't be ... aker there.

The general merchandise ... of E. O. Howell at East Mar... established by the late Wi... Howell, a native of Southam... 1873, has been sold to the ... Club Butter Co.

On Monday evening the ... of Morton Lodge, F. & A. M ... stead, formally presented a ... the new $600,000 school ir... stead. Dean Tredw... made ... entation address. Masons ... Brooklyn and Long Island ...

While fishing for deep se... lops off the Jersey coast la... Capt. Frederick Ogburn of W... ville, was surprised to find ... catch a wallet containing $6... money. It was divided am... crew as there was no clew to ... er.

Forty-three years as an ... on the Long Island Railroa... out an accident, is the proud ... of George Sillman of Patchog... last Saturday made his last ... was placed on the retired list ... railroad company. He reach... age limit of seventy years A... but the railroad company pe... him to work out the month.

David Ingram of Pottstow... charged with having stolen a ... mobile in Pottstown, was arr... Water Mill by Deputy Sherif... Biggs, and held until an off... rived here with extradition ... and took him back with him. ... was arrested in Southampt... eral years ago charged with ... an employe of Mrs. Thomas ... ber's summer place here.

Principal Robert A. Hughes ... Mattituck High School, poin... considerable pride to the gre... of the girls' basketball team ... school during the past season ... an undefeated team, and o... field goals were made against ... ing the entire season. Th... played seven games, the op... being Greenport, Southold ... Hampton, Southampton and ... head.

Four books of valuable m... dum, giving a complete list o... of commerce, masters and c... the years 1793 to 1817 in... were saved Saturday from a ... burn at the Sag Harbor Re... tates. They were formerly ... of Henry P. Dering, collector ... port of Sag Harbor from ... 1826, time of his death, and ... succeeded by his son, Thomas ... who served as collector ... death in 1844.

Two hundred thousand ... showing the roots and ... ...

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East Hampton Star
Feb. 24 1922

MAY NOT HAVE MONTAUK CAMP

This Summer, So Cong. R. C. Hicks Writes

CANNOT OBTAIN OLD SITE

Is Possible to Secure Aid in Building Permanent Road From Highland to the Point

Drawing conclusions from a recent letter from Congressman F. C. Hicks, it is possible there will be no army camp at Montauk this year. Last year several thousand regulars and state militia were in camp at Camp Welch, Montauk, and spent the summer there in training and artillery practice. There was some objection by a few residents of Montauk to having the camp, but there were also many residents, especially those in business there and in the villages of Sag Harbor, East Hampton and Amagansett who were delighted, for business reasons. Congressman Hicks writes that Camp Welch is not a government owned training camp and from all indications it is very doubtful if the tract of land necessary can be secured during the summer of 1922. He also adds: "It is not contemplated that any funds will be available for the improvement of roads leading to this camp as there is no intention of maintaining it as a permanent center." The road referred to is the road from the Highlands east of Amagansett to Fort Pond.

By some people of this locality it was thought that if the government maintained Camp Welch as a permanent training camp Federal aid could be obtained in constructing this

road but this is a wrong impression.

The Federal government highway appropriations are supplemented by a like amount of appropriations of the legislatures of the states. These funds made available are expended under the Federal aid act where designated by the state highway commission, subject however to the approval of Fdral authorities.

In Suffolk County under the Hewitt law, the expenditure of the Federal aid money was designated to be spent on a definite system of state and county highways to be constructed and maintained by the state. Suffolk County received about twenty-eight miles of road under this act which completes state route number thirty-five, from Port Jefferson through Riverhead and Quogue, back to Amityville, the Middle Island road, Riverhead to Greenport, and the uncompleted section of Montauk highway from Bridgehampton to Southampton, west, together with all roads under contract.

It was contemplated to complete the secondary system of roads under the Lowman Act to be supplanted by any funds the individual towns saw fit to add.

[redacted] will be available this year for the construction of a concrete road across Napeague beach. This road, which will eventually be twenty feet wide, will probably be constructed in two ten foot [redacted] extending east from the highway as far as each annual amount appropriated will allow.

Subsequent to the passage of the [redacted] road, from the highway to Amagansett to Montauk Point, a special appropriation was made for the building of the road [redacted]

NEW DODGE PLANT

A definate expectation of an unusually heavy demand for the [redacted] and coupe throughout the year is indicated by Dodge Brothers recent completion of an immense new closed body plant, says L. V. Halsey. The production capacity is said to have been practically doubled and dealers are being assured that the factory will do its utmost to keep apace with the usual rush of spring and summer orders.

Despite the most strenuous efforts such as a greatly enlarged working force and night shifts; it was impossible to catch up with the demand for several months after the improved type of sedan and coupe made their appearance last fall. From this enthusiastic reception of the improved cars it was evident that much greater facilities would be required, with the natural result that the new closd body plant would be hurri[redacted] to completion in ample time to meet the combined emergency brought by spring, and a sharp reduction pric[redacted]

P. H. S. TO PLAY WESTHAMPTON

Pierson High School five meet Westhampton High School at [redacted] auditorium on the evening of [redacted] arch 8 in a basketball contest which bids fair to be one of the closest and most exciting ever seen on a Sag H[redacted] court. The enthusiasm of the supporters of both teams is at a high pitch. Practically all of the reserved seats were sold last Monday. [redacted] section has been reserved for the Westhampton rooters who are expected [redacted] attend en masse.

H-6

[redacted]

way [redacted] Bridgehampton to Sag Harbor road, together with all roads and approaches.

It was contemplated to complete the secondary system of roads under the Lowman Act to be supplanted by any roads the individual towns may [redacted] to add.

Under the Lowman Act about $15,000 will be available this year for the construction of a concrete road across Napeague beach. This road, which will eventually be twenty feet wide, will probably be constructed in two ten foot sections extending east from the highlands as far as each annual amount appropriated will allow.

Subsequent to the passage of the Hewitt Act, the Montauk road, from the highlands of Amagansett to Montauk Point, under a special agreement now on record in the highway department, was designated for improvement, the section to Fort Pond under the Federal aid act and from Fort Pond to the point under the state and county system.

State Highway Commissioner Duffy, after making two visits to Montauk, had these agreements drawn and submitted to the county board of supervisors, which board passed the resolution and the roads were put on the approved map.

State Highway Comm. Greene, succeeding Mr. Duffy, took no notice of these agreements and over the protest of the board of supervisors refused to consider the improvement of the highway [redacted]

with natural result that the new plant body plant would be hurried to completion in ample time to meet the combined emergency harvest of spring, and a sharp reduction [redacted]

P. H. S. TO PLAY WESTHAMPTON

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Whaling Customs of Eskimos.

The Eskimos of the Arctic have strange customs. It has proved difficult to convert them to the ways of the white man. Of the practical arts of the latter, the natives have adopted whale boats and firearms. The methods of hunting are their own.

When a whale is captured the boats of the hunters assemble at the scene as quickly as they can. The boats are lined out, with sails up, each towing the other, the dead [redacted] bringing up the rear, and the [redacted] voyage homeward is begun.

[redacted]

H-6

Montauk Point, under a special agreement now on record in the highway department, was designated for improvement, the section to Fort Pond under the Federal aid act and from Fort Pond to the point under the state and county system.

State Highway Commissioner Duffy, after making two visits to Montauk, had these agreements drawn and submitted to the county board of supervisors, which board passed the resolution and the roads were put on the approved map.

State Highway Comm. Greene, succeeding Mr. Duffy, took no notice of these agreements and, over the protest of the board of supervisors, refused to consider the improvement of this highway.

It would seem that if representation would be made to the proper authorities that the early improvement of this completing link in the state's highway system, namely the Montauk highway from the highlands of Amagansett to Montauk Point, the most beautiful section of the entire trip, and the objective of the tourist on Long Island, could be completed, as was planned and agreed upon.

attired as maps.

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The Eskimos of the Arctic have strange customs. It has proved difficult to convert them to the ways of the white man. Of the practical arts of the latter, the natives have adopted whale boats and firearms. The methods of hunting are their own.

When a whale is captured the boats of the hunters assemble at the scene as quickly as they can. The boats are lined out, with sails up, each towing the other, the dead whale bringing up the rear, and the slow voyage homeward is begun.

When the whaling season is over each successful hunter gives a nalu-ka-tak (celebration), with the rest of the villagers as his guests. The is feasting, blanket tossing and dance at the end of the program, which often lasts for days. All the old men and women and the children are given of the whale. The

East Hampton STAR August 11, 1922

1800 REGULARS AT CAMP WELSH

Long Island Railroad Running Special Trains

TO MILITARY TRAINING CAMP

On Wednesday 700 Candidates Arrived at CampWelsh; National Guardsmen Attend

Arrangements have been completed by the passenger and operating departments of the Long Island Railroad Company for providing special train service in connection with the movement of three different military units to the training camp established by the United States Government at Montauk, on the easterly end of Long Island.

On Wednesday, August 2, a special train was operated out of the Pennsylvania Station, in Manhattan, (Daylight Saving Time) for the accommodation of about 700 candidates who are attending the citizens military training camp at Montauk. This unit is under the jurisdiction of the Second Corps Area Headquarters, at Governors Island, and is made up of citizens who reside in the states of Delaware, New Jersey and New York. They will take what is known as the red, white and blue officers training courses.

Approximately 1800 U. S. Army Regulars will be stationed at the Montauk camp throughout the summer.

On July 30 members of the 102nd Ammunition Train N. G., and the 104th Field Artillery N. G., entrained for Montauk, remaining there until August 13th.

On August 13th members of the 105th Field Artillery N. G. and 132 Ammunition Train N. G., numbering 2800 men, will entrain for Montauk, and stay until August 27.

The 104th Field Artillery National Guardsmen, will take along horses, guns, and various other equipment, which will require fifty-two railroad freight cars to handle. This impedimenta will remain at Montauk after the 104th Field Artillery leaves on August 13 and will be utilized by the 105th Field Artillery.

The various regiments that encamped last summer at Montauk, were so well pleased with this location, that they recommended to the Army Officials in Washington that Montauk be made a permanent training and camping station.

After the close of the Spanish-American War, the army surgeons selected Montauk as the ideal camp-

Miss Fannie Irons Ruhstadt

after a year's absence

ANNOUNCES THE OPENING OF THE LITTLE GIFT SHOP ON JOBS LANE SOUTHAMPTON

(Opposite the Village Green)

where may be found:

Homespuns,
Canadian blankets and bags,
Italian pottery, glass and linens,
Tall colored candles, hand dipped and plain.

Bridge prizes and favors for Children's parties.

Imported and domestic toys, including the "life-like" dolls, which rock to sleep, say "mama," and walk.

Mary Elizabeth's Candies, fresh

BO-NO



Cleanser
Disinfectant
Deodorizer
Insecticide

J. F. HALSEY

General Housefurnishings

RAIL AND BOAT EXCURSION TO NEW LONDON, CONN

Every Wednesday during August commencing August 2nd

Going via Greenport and return via Sag Harbor

An opportunity to see the east-end of Long Island and enjoy a delightful four hour sail through Gardiner Bay and Long Island Sound.

For leaving time of train and rate of fare see poster in railroad station

MILLINERY AND DRESSMAKING

ANTOINETTE DYER

Newtown lane East Hampton

Special Sale

of all Summer Hats and Ready-made Dresses with Hats to match of Crepe tonne, Gingham, Voile and Organdie.

Open evenings. Order work special



H-6
CHARLES N

[illegible] will extend for Montauk [illegible] stay until August 27.

The 104th Field Artillery, [illegible]al [illegible]rsemen, will take along horse guns, and various other [illegible] which will require fifty [illegible] freight cars to handle. The [illegible] ments will remain at Montauk after the 104th Field Artillery leaves on August 13 and will be utilized by the 105th Field Artillery.

The various regiments that encamped last summer at Montauk were well pleased with this location that they recommended to the Army Officials in Washington that Montauk be made a permanent training and camping station.

After the close of the Spanish-American War, the army surgeons selected Montauk as the ideal camping ground upon which to build up our overtaxed and worn out warriors. In less than thirty days, a camp was located at Montauk with 30,000 soldiers and a full equipment of war implements, thus becoming a scene of great activity in a brief space of time. In place of fishing boats, floating or drifting with their lazy sails to catch the breeze, Fort Pond Bay was filled with United States war vessels and transports hurrying from Cuba with their precious cargo of malarial invalids. The government also found Montauk a very desirable place to establish a Naval Air Station during the World War.

Montauk is the terminus of the Long Island Railroad, on the south fluke, and is situated on Fort Pond Bay. Beyond is the long open peninsula of Montauk Point, rising to a height above the sea of from 50 to 100 feet. Its surface is rolling, with a small growth of trees, and it has a number of nice lakes.

In recent years many summer homes have sprung up on the twenty mile stretch from Amagansett to the Point. The sand dunes, the hills and the ocean provide a tonic which is exhilarating to the body as well as to the mind. To the north may be seen the lands of New England. To the east are the land waves of the undulating Point. Montauk seems to be at a joining, in some mystical union of the land and the sea.

For the benefit of relatives and friends who are planning to visit those attending the Citizens' Military Training Camp at Montauk, next month, the railroad management will provide extra service to take care of the visitors. These visitors can secure excellent accommodations at Amagansett, East Hampton, Sag Harbor and Southampton, all of which places are within easy reach of the camp.

DAUGHTERS AUTO CLASS

[illegible]

Disinfectant
Deodorizer
Insecticide

J. F. HALSEY

General Housefurnishings



CHARLES



New Issue

$3,500,00

Durant Motor Co. of I

FIRST MORTGAGE 6½% SERIAL BO

BY DURANT MOTORS,

Safeguarded under the Strauss Plan 4% Feder

SERIAL MATURITIES OR AMORT

Amount	Maturity	Amount	Maturity
$291,500	July 15, 1923	$291,500	July 15, 1927
291,500	July 15, 1924	291,500	July 15, 1928
291,500	July 15, 1925	291,500	July 15, 1929
291,500	July 15, 1926	291,500	July 15, 1930

The bonds are a closed first mortgage on the land and [illegible] equipment of the Durant Motor Company of New Jers[illegible] It was constructed by the Willys Corporation at a cost o[illegible] Replacement value was estimated on behalf of the rec[illegible] $10,636,900. The Durant interests at the receiver's [illegible] 525,000 for the property, the second bid being $5,500,[illegible] and best arranged plants for automobile manufacture i[illegible] ided into six sections which could be operated as inde[illegible] be converted to other manufacturing purposes at a mi[illegible] s located directly on the Pennsylvania Railroad and ha[illegible] mately 2,150,000 square feet (49 acres).

The bonds are the direct obligation of the Durant M[illegible] with a capital stock of 60,000 shares no par value. T[illegible] management and control of Durant Motors, Inc.

Payment of principal and interest of the bonds is gu[illegible] the holding company which was organized under the [illegible] by W[illegible] Durant and associates.

H—6

Payments by all the subsidiaries of the Durant Plan [illegible] Durant securities from time to time [illegible]

Price: Par and accrued interest

[illegible] orders today for Description Circular

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NO MONTAUK CAMP THIS SUMMER

Cannot Obtain Lease For Camp Site

WORD RECEIVED FROM BACON

Montauk Company Is Considering Sale of Property and Would Not Consider Lease of Land

For some time there have been conflicting rumors about the return of the soldiers to Montauk this coming season and the establishment of a military training camp there.

Supervisor Davis received so many inquires concerning the return of the camp that he took it up with Congressman Robert L. Bacon.

The following is Mr. Bacon's reply:

Dear Mr. Davis:

I wired you today relative to the summer camp, stating, that in all probability there would be no troops sent to Montauk this coming summer. I attach hereto copy of a letter just received from the Commanding Officer of Headquarters, Second Corps Area, which is self explanatory, and which I am sure will interest you.

Sincerely yours,
Robert L. Bacon.

Hon. Robert L. Bacon.

Dear Sir: In reference to your letter of March 12, 1924, wherein you requested to be informed of any further developments pertaining to the annual field training of the New York Artillery, National Guard, at Montauk Point, please be advised that due to the fact that the Montauk Company has considered the sale of the Montauk Point property, they will not permit the lease of the grounds for summer training and consequently no National Guard troops will be sent to Montauk this summer."

The announcement that the Montauk Company is considering the selling of Montauk property comes as a surprise to many as they have kept the property intact for years. Officials of the company have made frequent visits to Montauk by special train several times recently and it is thought that their visits have something to do with the sale of the property.

TEST WATER PRESSURE

FIRE DESTROYS VALUABLE TIMBER

Thousands of Acres Burned Over Sunday

ATHENEUM BURNED DOWN

Fire Wardens Well Supported in Combat With Big Wood Fires; Loss Estimated at $25,000

One of the worst forest fires that has occurred in East Hampton in years happened last Sunday and Monday when thousands of acres of valuable woodland, extending from the Sag Harbor Turnpike to Barcelona at Northwest, were burned over, doing a damage estimated at over $25,000. Much of this land had not been burned over in years and contained valuable wood.

The fire started along the Turnpike, near the new bungalows, about Sunday noon. In a short time the flames had spread, fanned by the strong wind, until vast clouds of smoke were rolling into the sky and were visible for miles around. At some points, where the ground was covered with underbrush and pine trees, the flames reached a height of twenty feet. The beautiful country on the north side of the Turnpike, where young pine trees grew abundantly, was swept over by the greedy fire and today is nothing more than a blackened waste, most unpleasant to the eye of those who love woodland scenery.

The fire wardens responded to the alarm and summoned to their aid nearly a hundred men. All the afternoon and the next day they fought the raging fire. Back fires were started along blind woods roads in an attempt to head off the main fire. These attempts ultimately proved successful and Monday night the fire fighters returned to their homes.

Sunday afternoon Chief Dominy received a message that a fire was threatening the homes of the Skinners, Salsburys and Lockwoods along the Turnpike. The chemical was taken there for protection. The fire did untold damage, having burned from the Jewish Cemetery on the Turnpike all along each side of the road to Mr. Skinner's home, and north as far as Northwest creek.

At Sag Harbor Wednesday morning, about 10 o'clock, a fire broke out in the Atheneum and in less than an hour's time the building was a mass of smouldering ruins.

The Sag Harbor Fire Department worked heroically to save the ad-

MEXICAN CAUGHT I ON THREE

Fortunately, Huntting, R Alarm and Routes O Putting Out Blaze; F Allowed to go Free; V

YOUNG PEOPLE'S S. S. CONFERENC

Montauk Division Not Very We Represented; Held at Presbyterian Church, Sag Harbor

Report read on Sunday by Cathe ine Edwards:

"A fine time was had by all,"—r small town papers used to say,—r the Older Boys' and Girls' Confe ence at Sag Harbor yesterday. Del gates from the Method st and Pre byterian Sunday Schools of all Suf folk County met there. We, the Mon tauk division, were not very we represented; three from our class (Miss Nettie Edwards') and one gir from Amagansett who went with us were the only ones east of Bridge hampton. But there were great num bers from Patchogue, Sayville, Green port, Cutchogue (twenty-six fron there alone). There must have bee between 150 and 200 at the con ference, in all.

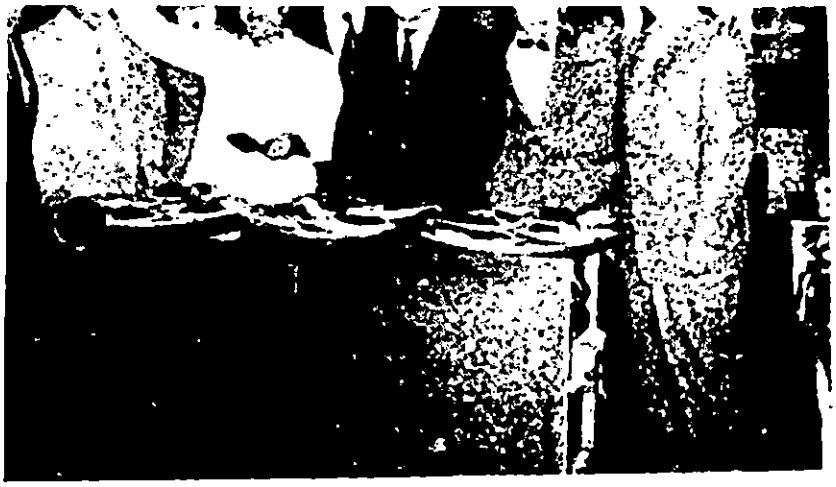
It was a lively crowd. There wa much good singing; and at the ban quet in the evening, great cheering Especially one very large boy' clas from Greenlawn, made itself hear There were more boys than girls a the conference.

We arrived at 10 o'clock. Two ses sions, morning and afternoon, wer held at the Presbyterian Church.

F. G. Wadsworth, Y. M. C. A worker of many years' experience was one of the two principal speak ers. He made a plea for the organize Sunday School class. That is, fo officers, and a definite objective, fo each class. The more officers, th better, he said; every member of class should have some particula work to do; whatever he or she i best fitted for. And the group shoul have some special goal to aim a whether they ever reach it or not.

Mr. Wadsworth thinks that youn people are better and wiser toda than their fathers were. They hav more chances to be; if it were n so the world would not be gettin better, as we hope and th

Miss Reba Fixter who is Superi dent of young peoples' work in th Philadelphia Sunday Schools spo



TTERMEN of East Hampton High School's football team urmet dinner" Nov. 21 at Spring Close Restaurant. Domi-, center, was host. Francis Leddy Photo.

UE BOWLING

pton Business Men's
g at the Starlanes
Market holds first
k's week. It is lost
standings, in order,
Foors, Bohack South-
ohns, Sam's Bar and
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Restaurant, Slater's
Race Inn.

et has the high team
h 1,316 in three games
d the high individual
nk, by Teak Lattan-
Ralph Barardi of
had the high in-
257

Published

Town To Receive $23,714 As Mortgage Tax Share

Suffolk's Towns and Villages will share $1,431,532 in mortgage taxes collected last year, it was announced this week East Hampton Town will receive $23,714, based on the tax paid here on real estate.

The total amount paid is $573,035 over last year's figure. East Hampton Village will receive $5,291; Sag Harbor will receive $1,288, and Southampton Village $5,871. Southampton Town will get $43,415. The figures are indicative of a continued high level home building and real estate activity.

ERECT DOLPHINS

The Whale City Dock Corporation of Greenport has erected two dolphins in Greenport Bay at Moores. The dolphins are constructed of 20 piles [illegible] the descendants of families here will be [illegible]

[illegible] a lot of the available locations on Main Street Newtown Lane. A letter to the Board had stated the Post Office's requirements, which were for a building of about 5,000 square feet, loading platforms, and driveways, which apparently would fit in a plot of about 11,000 square feet.

At Least 14,558 Feet

The bid advertisement, posted this week in the Newtown Lane Post Office, calls for a building with an enclosed space of 4,634 square feet. A 288 square foot platform and 8,990 square feet of parking and driveway area are desired. Sidewalk area would be 736 feet. The total area needed would be at least 14,558 square feet.

Tentative plans of the building show an Early American style edifice, with a small cupola. These plans are available to the bidders.

The bids will be received until Jan. 22 by George H. Welff, regional real estate officer, at the General Post Office, New York. Successful bidders will be required to post a 100 per cent performance bond.

BUYING BEECHER HOUSE

Plans for the purchase of the Old Beecher House, Main Street, East Hampton, were completed at a meeting of the Long Island Presbytery on Shelter Island Nov. 24. The Presbytery will take possession by the end of this year.

The committee plans to [illegible] post, a home for elderly people of the Presbytery, was headed by the Rev. Herbert Mc[illegible] of Bellport. The [illegible] of the Post [illegible] Chase Sr. [illegible] a special committee to [illegible] plans for the [illegible]

The Beecher House [illegible] early 1700's, was [illegible] manse by the Rev. Lyman Beecher, father of Henry Ward Beecher. Stow

The Star East Hampton Thursday Dec. 3, 1959

Roofing

RAE BROS.
ING • RE-SIDING
INSULATION
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ES T. MULFORD
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Montauk Point 8-5907

tauk Point 8-2044
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MARBLE CONTRACTOR
mic Floors & Walls
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de Walls & Mantles
F. TOSCANI
mmis Beach Road

Thurs May 5, 1960

75th Year
1885 - 1960
Official Newspaper
East Hampton Town
East Hampton Village

THE EA

VOLUME LXXV

Atomic Sub Visits Montauk

Navy's nuclear submarine
Washington, fresh from be-
by a Russian trawler
tested the new Polaris
Long Island, was ogled
at Montauk last week-

al marine, moored to
the Goble Aircraft
Fort Pond Bay, left
ing, accompanied by
Few crewmen were
given liberty from the black, cigar-shaped vessel, which lay in the area used by the Navy for torpedo testing in World War II.

Earlier last week, the Soviet trawler Vega, a 225-foot vessel, was 60 miles off Long Island, and within a mile of the George Washington as she tested dummy missiles from her 16 firing tubes. The Vega was reported to have headed home after watching the tests.

Navy officials said that the Russians probably learned little by their spying, and added that the trawler was within her rights, since she was in international waters.

The dolphins, clusters of spiles, were built by the government in Fort Pond Bay last year, apparently primarily for use as submarine moorings. The Polaris missile, the George Washington's main armament, has a 1200-mile range, and is scheduled for final testing late this summer.

Mastic, Southold Down Bonackers In H. S. Baseball

By Harrison Schneider, Jr.

Hampton High School
had tough sledding
week as they dropped two
. The Bonackers now
record for this season.
day East Hampton lost
John Haessler pitched
and lost. Two men
scored in the first
pitched a two-hitter
Bonackers for his second
games. Haessler and
ted the two Bonac

Southold ripped the
Haessler started,
one in the fourth
First Settlers erupt-
Ed Ammon. Mitch

Committees Plan 65th LVIS Fair On Old Mulford Farm

Plans are nearly complete for the 65 annual Ladies' Village Improvement Society Fair, to take place on the grounds of the old Mulford Farm overlooking the East Hampton Village Green on Friday 29

Discussir



001
EOD NEWPORT RI
4018460951
08/24/95 10:22
FROM :NEWSDAY 5168432955 1995-08-21 15:25 #755 P.22

Navy Explodes Bomb From Bay

By Matthew Cox
STAFF WRITER

When he showed up for work at Inlet Seafood in Montauk Saturday morning, John Rado was curious about the algae-covered object he found lying on the floor — curious enough to touch it, but not curious enough to try to solve the riddle single-handedly.

"It looked like a bomb to me," said Rado, who decided to telephone the U.S. Coast Guard.

Munitions experts say it's a good thing he did call for help. The object turned out to be a live, 100-pound aerial practice bomb made more than 65 years ago. A fisherman who hauled it in from Fort Pond Bay left it at the Inlet Seafood dock Friday afternoon. The Coast Guard evacuated the area, and late Saturday, after the Suffolk County bomb squad had examined the device, three U.S. Navy bomb experts were flown in from Rhode Island. They took the bomb to an isolated area and detonated it at about 2 a.m. yesterday.

No one was injured. Because it was a practice device, some of the bomb's explosive material had been replaced with sand, said Lt. Cmdr. Bob Wiegert, the officer in charge of the Navy detail. Still, the bomb contained at least a half a pound of high explosive in its booster.

"It was too hazardous for me to take back by helicopter," Wiegert said.

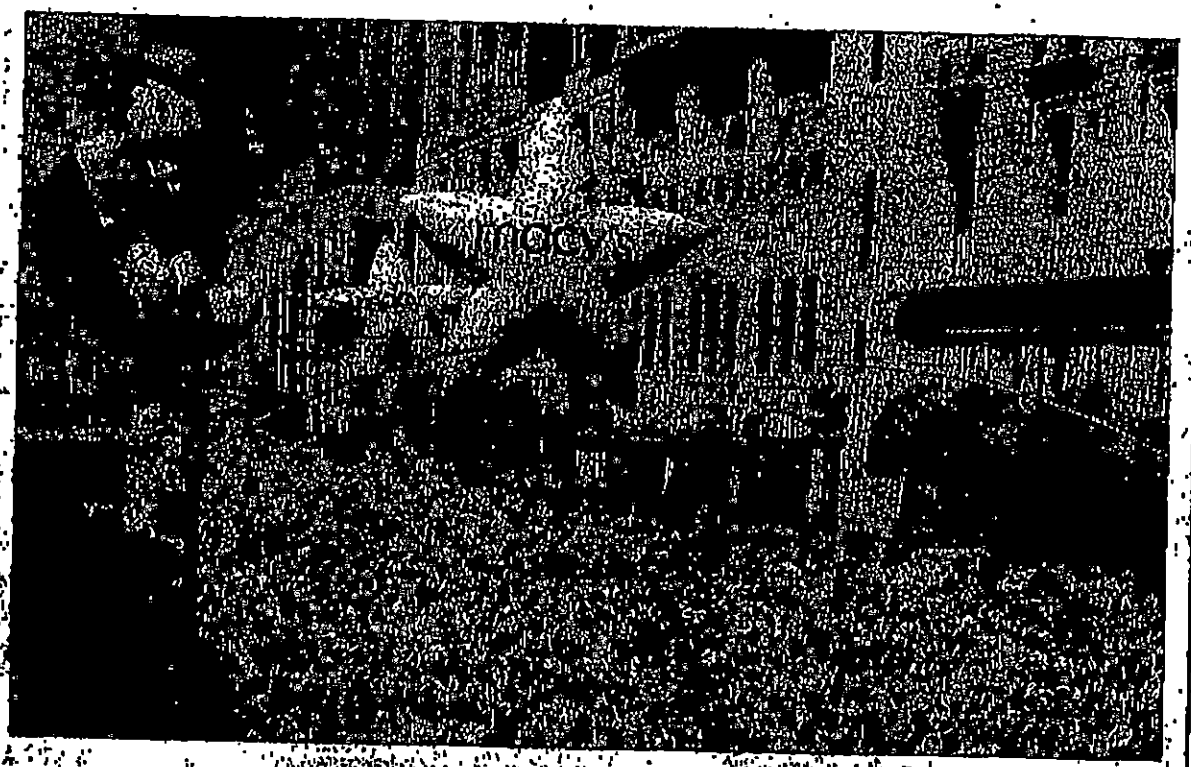
Rado said the bomb was hauled to the pier Friday afternoon by the crew of the commercial fishing boat Atlantis. One or two crew members, apparently unaware of the danger, lifted the device out of the boat and "just kind of threw it in the building," said Rado, who was not there to witness the unloading.

Rado said he found the bomb when he came to work at about 8 a.m. Saturday.

He grew suspicious after speaking with other workers on the dock. Eventually he called the Coast Guard. By 4:30 p.m. authorities determined the bomb was a military device. The Coast Guard used one of its helicopters to fly in the team from the Navy's Explosive Ordnance Disposal detachment in Newport.

Wiegert identified the device as a 100-pound, MK-1 practice bomb made in the United States sometime before 1930. Coast Guard Petty Officer Dan Pires said the device was about 3 feet long and 1 foot in circumference. Authorities speculated that the bomb may have drifted away from an ordnance dumping ground off Montauk Point.

The Navy crew trucked the bomb to Fort Pond Bay Disposal Area, which Wiegert described as a former Navy torpedo disposal facility about 15 minutes from Montauk. After attaching explosives, Navy workers blew it up.



AP Photo

Tap Heavy

A record-breaking 6,593 tap dancers turned 34th Street in Manhattan into an outdoor dance hall during the annual Macy's Tap-O-Mania. At age 88, a spry Agnes Lundgren had the distinction of being the oldest on tap.

July 23 1936
East Hampton Star

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the Cannonball every day except Sunday. His home is in Bridgehampton, and he boards the train there at 7:09 a. m., arrives in New York at 9:30 a. m., leaves again at 3:55 p. m., and is back home at 6:16. He has lots of friends on the run, and he is proud of the great men and women he calls by their first names.

"Do I know many people livin' out that way?" he said. "Huh. I seen them going to school and I seen their mothers and grandmothers. There ain't no public man I ain't acquainted with. A week ago we had Gene Tunney. I've been on this one run since the days when 495 people out of 500 on the train would have on linen dusters. The dust used to be pretty bad on the banks.

Mackay's Week End Guests

"I've had every millionaire, you might say, in the world. There was Mackay, Clarence Mackay. He'd go down every Friday. That was considered the finest invitation in this country for the week-end—to go out to his place on Gardiner's Island. They'd go in a bunch, Mackay, Prentiss, Choate, Charley Mitchell, Morgan, and the rest of 'em.

"They were all good fellas. They'd all buy a book and a basket of fruit and some candy for the help over there. Then they'd give you a pheasant or a pair of birds when they'd be comin' back from the island. He had an army over there to whip them pheasants up for them fellas to fly 'em.

"I got along with Morgan all right. They were very good people. They'd get all the evenin' papers. They bought all their fruit right off me. Mackay paid for everything. He got on at Jamaica, and he'd sleep to Southampton. No playin' bridge or nuthin' like that. The rest of 'em would get stuff off me, and he'd pay for all of it when he woke up. Yes, he used to lay it out all right. Everybody'd wait for him.

(Continued on page ten)

Gordon as follows: Gavotte Brilliante, Raff; El Choclo, Hernandez; Show Boat, Kern; Arabesque, Debussy; Stardust, Carmichael; Let's Face the Music, Berlin.

The patroness committee includes: Mrs. Thomas Jefferson Mumford, chairman of the Guild Hall Music Drama Committee, Mrs. Robert Appleton, Mrs. Louis Bishop jr., Mrs. A. Wallace Chauncey, Mrs. H. Laurence Dowd, Mrs. Harry Hamlin, Mrs. Victor Harris, Mrs. Thomas Kelly, Mrs. Julian Myrick, Mrs. Olney Mairs, Mrs. E. Clifford Potter, Mrs. Philip Ruxton, Mrs. Robert Schey, and Mrs. John Wright.

Army Planes to Hold Target Practice Here

Fishermen are wondering just what effect the non-explosive bombs, which Army planes will drop near the old fort off Gardiner's Island next week, will have on the bluefishing season. The spot is a "hot" one for bluefishermen and it is felt that the presence of many Army planes and the dropping of bombs will work havoc with bluefishing.

Fort Tyler was built during the Spanish-American War and has been mapped out as a "state park" for about 10 years. This week the Long Island State Park Commission relinquished title to the property.

Air corps officials said the bombs will be of the "dummy-observation" type; containing for the most part, sand and water in addition to about one pound of black powder, which will create a visible puff of smoke for observers. Bombs will be dropped from heights ranging from 8,000 to 18,000 feet. The danger area includes all waters within 500 yards of the island.

R. D. ALLEN
NAPEAGUE CA

In deference to sentiments ex
by future residents and many
who have visited the B ll
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All frankly admitted the chief
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Mr. Allen also announced
was well advanced
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of 50 cottages, on minimum
60x100 feet, before and of t
mer. The first uni hese
priced from $2,90
pleted. The Hampton ur C
its casino, large assembly
wing for bath houses, has a
completed.

STUDIO OF ACTING IN EAST HAMPTON FOR SUMMER



H-10

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE, AREA 'B'
SUFFOLK COUNTY
MONTAUK LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

APPENDIX I

INTERVIEWS

APPENDIX I

INTERVIEWS

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I-5 John Aldred, Director of Department of Aqua Charter & Habitat Protection.

I-6 Bill Taylor, Harbor Master.

I-7 Norman Edwards, Fisherman.

I-8 Jim Cavanaugh, Assistant Director of Environmental Protection.

I-9 Chief Chris Brady, U.S. Coast Guard, Star Island.

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I-12 Jeff Havlik, Senior Bay Constable.

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INTERVIEWS (CONTINUED)

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I-23 Paul Neff, Landowner.

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I-25 Larry Gerber, owner Sea Scapes Dive Shop.

I-26 MSG Hurtle, 54th EOD, Fort Monmouth, N.J.

I-27 Charlie Grimes, owner Grimes Construction Company.

I-28 Chief Leon Beck and Chief Wilkerson, Mobile Unit Two, EOD, Newport, Rhode Island.

I-29 Allyson Daniels, Landowner/Alfred Barone, Landowner.

CONVERSATION RECORD	TIME 0950	DATE July 7, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Ron Pirrelli	Draftsman Illustrated, East Hampton Planning	(516)324-2178

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-1)

Mr. Pirrelli has been with the East Hampton Planning Department as a Draftsman Illustrated since 1989. Mr. Pirrelli showed the team a 1993 aerial photo of the subject site. The team could not take this photo with them, but Mr. Pirrellia allowed the team to take pictures of the photo for reprint. He (Pirrelli) as a child had ventured out into this area of the subject site. He has no knowledge of any ordnance being discovered in this area.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1010	DATE July 11, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Blanch Riley	East Hampton Tax Assessor Office	(516) 324-4187

SUBJECT) Montauk Torpedo Testing Range

SUMMARY (I-2)

Ms. Riley has lived in the Montauk area for 66 years and is currently the Senior Clerk Typists for the East Hampton Tax Assessor's Office. She recalls when the Navy took their house away which was located on the shores of Fort Pond Bay. As a young girl she recalls seeing torpedoes being fired from a barge and the chase boats going after them. She also remembers, when one torpedo after being fired from the barge turned and came ashore. She said Navy personnel came ashore and retrieved the torpedo. She never heard of any explosions associated with the torpedo testing range. She has no knowledge of any ordnance being discovered in the area, but feels like there were some discoveries (torpedoes) Ms. Riley does recall seeing submarines surface in Block Island Sound, which Fort Pond Bay is a part. The team feels the reason for this occurring is because New London, Connecticut is across the Block Island Sound from Montauk. New London is where the Navy builds and maintains part of their submarine fleet. The team feels these submarines have nothing to do with the torpedo testing range. Ms. Riley is very familiar with Camp Hero, which is located on the eastern most tip of Long Island. This is a future FUDS area.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1100	DATE July 11, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Kate McNally	East Hampton Planning Department	(516) 324-2696

SUBJECT: Montauk Torpedo Testing Range

SUMMARY (I-3)

Ms. McNally has lived in this area for 40 years and is currently Secretary to the East Hampton Planning Board. She has not heard of any ordnance being discovered in the bay and surrounding areas. Familiar with Camp Hero, which is a future FUDS area for the New York District. Ms. McNally gave the team a lead on an individual who has been a fisherman for many years (Stuart Vorphel, see I-4).

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE QASAS	DATE

CONVERSATION RECORD	TIME 1345	DATE July 11, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Stuart Vorphel	Occupation-fisherman	(516) 324-4179

SUBJECT: Montauk Torpedo Testing Range (Page 1 of 2)

SUMMARY (I-4)

Mr. Vorphel has lived in this area for 55 years and has fished waters in Fort Pond Bay and Block Island Sound for 45 years. Mr. Vorphel is very familiar with the torpedo testing range. He recalls sitting around the supper table and his grandfather talking about the testing range. In one of the conversations with his grandfather, his grandfather said that the Navy used sand in the torpedoes' warhead for ballast. To Mr. Vorphel's knowledge this site was only used to test the delivery vehicles and only used dummy warheads filled with sand. Mr. Vorphel said that in the 50's and 60's fisherman did catch some dummy torpedoes in their nets. He also said that nothing was been netted since that time. He recalls hearing stories of these torpedoes cutting the lobster pot buoys. Then after the Navy chase boats picked up the torpedoes, the Navy dragged the torpedoes back through the waters cutting more lobster pot buoys. Mr. Vorphel said the waters in Fort Pond Bay are littered with 'junk'. He said the Navy dumped HUGE concrete blocks into the Bay so the Navy could anchor the firing barge and other ships out in the Bay. He also mentioned that near one of the piers a jeep was discovered in 40 feet of water. The team asked if any torpedoes was still there. He said NO, just cables, and pieces of ships. To his knowledge 'no live' ordnance has been discovered in Fort Pond Bay or Block Island Sound, except for the dummy torpedoes discovered in the 50'/60's.

ACTION REQUIRED
see continuation

ACTION TAKEN
see continuation

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE QASAS	DATE

CONVERSATION RECORD	TIME 1345	DATE July 11, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Stuart Vorphel		

SUBJECT: (Continuation) Torpedo Testing Range (Page 2 of 2)

SUMMARY (I-4)

Mr. Vorphel told the team a situation that occurred on the south shore of Long Island near Shinnecock. A fisherman named (Danny Hand) netted a live (HE) torpedo and brought it aboard his vessel. The Navy EOD came out and determined it was too hazardous to move, so the Navy sunk Mr. Hand's boat and destroyed the torpedo underwater. Mr. Vophel said ever since that incident, the local fisherman are not reporting any findings and are tossing it back. Mr. Vorphel told the team about other sites, Fort Tyler on Gardiner Island point. The local people call it the *ruins*. He said the Navy and Air Force used the old fort for bombing practice. Also, Fort (Camp) Hero on the most eastern point of Long Island. Mr. Vorphel went on to tell the team a situation that had occurred to him and his friends when he was 10 years old. This occurred in the Culloden Point area, where he and his friends found artillery shells. Mr. Vorphel believes these shells came from Fort (Camp) Hero. He said he and his friends took these artillery shells to their respective homes and one of his friends tried to cut open the shell with a torch. This caused the shell to detonate and kill the youngman. After the remaining boy's parents heard about this, they took the shells to sea and dumped them. Another point Mr. Vorphel made was that his grandfather talked about testing torpedoes during W W I, but he didn't know where.

ACTION REQUIRED

Inform the New York District (Guy Ashcraft) of potential FUDS areas.

ACTION TAKEN

Mailed a letter and newspaper articles, informing the New York District.

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1440	DATE July 11, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
John Aldred	Director of Dept. of Aqua Charter & Habit Protection	(516) 668-4601

SUBJECT: Montauk Torpedo Testing Range

SUMMARY (I-5)

Mr Aldred is the director of the Shell Fish Hatchery located on subject site in Building B-10 formerly the torpedo storehouse (see document L-). According to Mr. Aldred this building is one of the two that still remain from the subject site. Mr. Aldred told the team he has previously worked out here in the 1970's for the New York Ocean Science Laboratory, which occupied the entire subject site or what the Navy called the Industrial Area or Area B. Mr. Aldred recalls in 1975 when he was working for the Ocean Science Laboratory in building B-2 (torpedo overhaul shop), which no longer is standing. He discovered what appeared to him, was explosive coveralls and wooden shovels. Mr. Aldred went on to state that other businesses occupied this building prior to the Ocean Science Lab takeover. One of the businesses he mentioned was Republic Aircraft Company. He also mentioned he has heard of things being discovered off the L-shaped pier. Mr. Aldred did not what was discovered. He mentioned that a torpedo was discovered on Gardiner's point (Fort Tyler/Ruins) last winter and some Navy personnel showed up and destroyed the item. A follow up call to Navy EOD cleared this matter (see document I-28) Mr. Aldred has no knowledge of any ordnance being discovered in Fort Pond Bay, in building B-10 or on the subject land.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1520	DATE July 11, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Bill Taylor	Harbor Master	

SUBJECT: Montauk Torpedo Testing Range

SUMMARY (I-6)

Mr. Taylor moved into the Montauk area in 1989 when he was hired for the Harbor Master position. He has heard of the World War II torpedo testing range at Montauk, but does not know anything about the site. Has no knowledge of anyone discovering ordnance in the area, except for last winter when something was discovered at Fort Tyler (Ruins). Mr. Taylor doesn't know what it was. He confirmed the story that a Mr. Stuart Vorphel told the team about the fishermen not reporting any findings, because of the Danny Hand incident (see I-4 and I-28).

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE QASAS	DATE

CONVERSATION RECORD	TIME 1640	DATE July 11, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Norman Edwards	Fisherman	(516) 267-3832

SUBJECT: Montauk Torpedo Testing Range

SUMMARY (I-7)

Mr. Edwards has lived in this area for 75 years and has fished these and other waters for 40 years. He remembers the torpedo testing range. Mr. Edwards recalls seeing the torpedo barge anchored in the bay and other observation barges located in a straight line from the firing barge, going out into Block Island Sound. He recalls seeing the chase boats going after the fired torpedoes and picking them up after the fuel was expired and the boats dragging the torpedoes back to shore. Mr. Edwards did not hear any explosions from this test range. He has no knowledge of any ordnance being discovered in this area. In a note to this conversation record, Mr. Edwards served in the Navy from May 1944 to February 1946.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 0930	DATE July 12, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Jim Cavanaugh	Ass't Director Environmental Protection	(516) 324-2178

SUBJECT: Montauk Torpedo Testing Range Page 1 of 2

SUMMARY (I-8)

Mr. Cavanaugh has been working in this area for 12 years, 5 years with the state and 7 years as the Assistant Director, Environmental Protection for East Hampton Planning Department. Mr. Cavanaugh toured the subject site with the team. He mentioned that he has been diving in Fort Pond Bay since 1978. He said the bay is really trashed up, some items that he has seen are various i.e., propellers, vehicles, cables and concrete (mooring) blocks. Mr. Cavanaugh said he saw ordnance, but nothing larger than small arms ammunition i.e., .30 and .45 caliber's scattered everywhere. He said he is interested in ordnance and seems very knowledgeable when he was talking with the team. He has no knowledge of anyone discovering ordnance in the area except for the small arms ammunition that he discovered. In the teams' site walk through, Mr. Cavanaugh mentioned that the shell fish hatchery, now located in building B-10, called him out to investigate 15-20 gallon canister OD green with markings. He can't remember if these markings were white or yellow. He said the contents were liquid and had his office analyze the contents. The results of the contents were transformer oil, PCBs (see document E-3). He had the canister overpacked in a 55 gallon drum, which still remains on the hatchery property (see photo J-15) The team could not verify whether this transformer oil came from

ACTION REQUIRED
see continuation

ACTION TAKEN
see continuation

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME	DATE July 12, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Jim Cavanaugh		

SUBJECT: Montauk Torpedo Testing Range

SUMMARY (I-8)

military use, because this facility was used by aircraft companies and other private businesses. Another area that Mr. Cavanaugh mentioned, had to do with a dump site in Collendon Point. He said that this dump site was used by Camp Hero and needs to be investigated further. He also told the team, what looked like to be three magazines on the south shore near Ditch Plains area. Mr. Cavanaugh has no idea of the origin of these three magazine. On a final note, during the walk through the team came across two scuba divers that were diving in the bay (see photo J-17). The team asked if they have seen anything. One diver replied, this was there second time in the bay and haven't seen anything yet, but heard there were small arms ammunition in these waters.

ACTION REQUIRED

Mr. Guy Ashcraft from the New York District accompanied the team and Mr. Cavanaugh on the site visit.

ACTION TAKEN

Mr. Ashcraft is aware of the transformer oil, the dump site and the suspected three magazines.

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1500	DATE July 12, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Chief Chris Brady	U.S. Coast Guard, Star Island	(515) 668-2992

SUBJECT: Montauk Torpedo Testing Range

SUMMARY (I-9)

Chief Brady is 30 years old and has lived in this area all of his young life, except for the times he was away with the Coast Guard. He said he did scuba diving in Fort Pond Bay in the summers of 77, 78 and 79. He remembers finding all kinds of 'junk' i.e., metal cleats off ships, port light windows, but doesn't recall seen any ordnance on his dives. Chief Brady has no knowledge of anyone discovering ordnance in the bay or on the land area. The Chief, told the team the story of Danny Hand (see I-4). He said the fisherman are not reporting any finds, they just throw the objects back in the sea. In 1984, Chief Brady was witnessed to two incidents, months apart. He said two fisherman brought in two torpedoes caught in their nets. The Coast Guard called Rhode Island for the Navy EOD to investigate the find. He recalls that Navy EOD said these were dummy torpedoes. Chief Brady does not know what area these torpedoes came from. The Chief went through the standard procedures if a ordnance find is made by the fisherman. The fisherman notify Coast Guard and the Coast Guard in return notifies the Navy EOD out of Rhode Island.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE QASAS	DATE

CONVERSATION RECORD	TIME 0900	DATE July 13, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Lieutenant Van Quick	East Hampton Police Department (Montauk)	(516) 668-3709

SUBJECT: Montauk Torpedo Testing Range

SUMMARY (I-10)

Lieutenant Quick has been with the force for 25 years and has lived in this area for the past 29 years. He has no knowledge of ordnance being discovered in Fort Pond Bay or on the land that the Navy owned. He only knows of ordnance discoveries on the oceanside of the island (south shore) i.e., Camp Hero. Lt. Quick said he would of known if any ordnance was discovered in this area. He does recall fisherman netting dummy torpedoes in the bay and surrounding waters. Lt. Quick confirmed the information that Globe and Republic Aircraft Companies used the bigger buildings and the same buildings after one aircraft company left and the other tookover. He said these companies assembled small aircraft parts. Lt. Quick gave his brother as lead, Mr. Bill Quick. An individual working for the Montauk Police Department mentioned that 5 years ago a torpedo was found in the bay and transported out on a Army vehicle. Lt. Quick said he would research this and get back with the team. August 7, 1995, Lt. Quick responded to the question. He said he completed his research and could not confirm at this time if this occurred. Lt. Quick said it could of happened, but continued by saying, if it was a big deal there would have been a written report on the incident.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE QASAS	DATE

CONVERSATION RECORD	TIME 0945	DATE July 13, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Ed Michaels	Harbor Master	(516) 329-3078

SUBJECT: Montauk Torpedo Testing Range

SUMMARY (I-11)

Mr. Michaels has been the Harbor Master since 1993, but has been a resident of the Montauk area since 1986. Mr. Michaels is a retiree from the Coast Guard. During his tour of duty at the Montauk Station, he was Senior Chief/ Master Chief of the Coast Guard Cutter "Point Wells" and the station house. He has no knowledge of ordnance being discovered in Fort Pond Bay or the land the Navy occupied. Mr. Michaels recalls in the late 70's or early 80's an HE torpedo was netted and brought into the harbor. He didn't know where the torpedo was netted. Mr. Michaels gave the team a lead, Lieutenant Wayne Fenelone of East Hampton Police. Mr. Michaels said Lt. Fenelone would probably know where this torpedo was netted. The team contacted Lt. Fenelone, and he said this torpedo was a dummy and was netted 100 miles off the south shore of Long Island in the Atlantic Ocean. Lt. Fenelone said this torpedo had a phone number on it to call if found. Navy personnel from New London came down and recovered the torpedo. In a phone conversation dated 31 August 1995/0845 hours. The team asked Mr. Micheals about the Newsday paper article about the practice bomb netted in Fort Pond Bay (see document H-9 and I-28). Mr. Michaels said that the practice bomb was netted northeast of the 'Ruins' or Gardiner's Point/Fort Tyler and then brought into the harbor (see plate 4).

ACTION REQUIRED

Notify New York District, Guy Ashcraft.

ACTION TAKEN

Notified Mr. Guy Ashcraft of the New York Office of the area of discovery.

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1000	DATE July 13, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Jeff Havlik	Senior Bay Constable	(516) 329-3078

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-12)

Mr. Havlik has lived in this area since 1972 and has been the Bay Constable since 1982. Previous to his employment as the Bay Constable he was a fisherman for 10 years. He has no knowledge of ordnance being discovered in the bay or on land the Navy owned. Mr. Havlik told the team about a couple who dug up a projectile over a year ago. The team wanted more information, but Mr. Havlik was reluctant. Team told him that this was an urgent matter that must be taken care of right-a-way. Mr. Havlik wanted to know the teams schedule for the day and the team released the information. After the team was finishing up the next interview, Mr. Havlik showed up with the projectile (3 inch HE fuzed) in the back of his vehicle. Mr. Havlik took the team over to the residence of Tom and Lisa Grenci, Jr., 135 Tuthill Road, Montauk, (516) 668-4959. Lisa was the one who discovered this round while digging in her flower bed. The following organizations were notified: 1) Montauk Police, 2) EOD Detachment, Ft. Monmouth, N.J., 3) Corps of Engineers Rock Island, 4) Corps of Engineers Huntsville and 5) Corps of Engineers New York District, (Guy Ashcraft). The 54 EOD Detachment arrived later that day and destroyed the projectile in a vacant area along the south shore beach area. This incident did not occur on subject site property.

ACTION REQUIRED
Notify organizations that will response to this incident.

ACTION TAKEN
Notified the appropriate organizations.

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1035	DATE July 13, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Bill Quick	Maintenance Foreman	(516) 668-2903

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-13)

Mr. Quick is currently employed as the maintenance man for the Duryea's Ice Plant and has been a resident in this area for 38 years. Before Mr. Quick's current employment, he was the caretaker of the subject site's buildings and lived on the subject site for 12 years. He has no knowledge of any ordnance discoveries in the bay, on area land or in the site's buildings. He confirmed that Globe and Republic Aircraft Companies occupied buildings on subject site. He stated that these buildings were used to store small aircraft parts.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE QASAS	DATE

CONVERSATION RECORD	TIME 1330	DATE July 13, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Charles Morici	Retired, Police Officer	(516) 668-2942

SUBJECT Montauk Torpedo Testing Range Page 1 of 2

SUMMARY (I-14)

Mr. Morici has lived in this area for 45 years and served on the East Hampton Police Force for 21 years, retiring nine years ago as a Lieutenant. Mr. Morici knows very little about the subject site (Area B), but he knows about the seaplane base site (Area A) where three magazines are located. According to the New York District Office, this Area A is a future FUDS area. Mr. Morici has no knowledge of any ordnance being discovered on the subject site or has not heard of anyone discovering ordnance in the area. He said if anyone had discovered something like military ordnance, he would have known about it. Mr. Morici related an incident that happened to him in 1966. While digging a pond, two feet in depth, he uncovered five 75MM canister (shot) rounds. He said these rounds were empty and disposed of them by sea dump and has not discovered anything since. Mr. Morici recalls hearing stories about artillery batteries located in the Ditch Plains area (south shore) to the Montauk lighthouse. He said they were firing into Culloden Point and he has personally discovered small steel balls (shot rounds) scattered all over this area. He mentioned that Prospect Hill was used as an observation tower by Camp Hero for artillery firings into Culloden Point Mr. Morici, 25 years ago witnessed a boat that brought in a HE torpedo from the Atlantic side of the Island, three miles

ACTION REQUIRED
see continuation page

ACTION TAKEN
see continuation page

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME	DATE July 13, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Charles Morici		

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-14)

south of the Montauk Lighthouse and called the Navy EOD. He said the Navy unit confirmed it was a 'live' torpedo, but they said the sea had work on it and cleaned all the explosive out of the warhead. Mr. Morici gave the team a good contact, Mr. Clancy Pitts. He said Clancy is 84 years old and his mind is 'sharp as a tack'.

ACTION REQUIRED
Notify the local New York District of potential FUDS area.

ACTION TAKEN
Notified Mr. Guy Ashcraft, New York District, of the information discovered in the interview about the artillery batteries/Culloden Point

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1350	DATE July 13, 1995

TYPE

☐ VISIT ☐ CONFERENCE ☒ TELEPHONE ☐ INCOMING ☒ OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Clancy Pitts	Retired Fisherman	(516) 668-2478

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-15)

Mr. Pitts is 84 years old and has lived in the Montauk area for 60 plus years as a career fisherman. While fishing out in Block Island Sound he witnessed the torpedoes being test fired from a floating barge. Mr. Pitts said they were firing out into Block Island Sound towards Gardiner's Island 14 to 15 miles away. He said he saw the (8) chase boats going after the fired torpedoes and after their fuel was spent, the chase boats would tow the torpedoes back to shore. Mr. Pitts said the warhead would be filled with air so they would bob in the water for easy pick-up. He did not witness any planes dropping torpedoes. As for the barge launched torpedoes, Mr. Pitts said some of them went 'crazy' i.e., going in circles, diving straight to the bottom of Fort Pond Bay and sticking into the mud, and he witnessed one torpedo crashing into Duryea's fishing dock. This fishing dock is also located in Fort Pond Bay. Mr. Pitts has no knowledge of any ordnance being discovered in Fort Pond Bay, Block Island Sound or on the land property the Navy occupied. Mr. Pitts knew of Army artillery firing from Ditch Plains and Camp Hero to Culloden Point and out into Block Island Sound. He said the fisherman had a RED area off shore from Culloden Point to the Montauk Harbor entrance that they had to avoid.

ACTION REQUIRED

Notify the local New York District Office about potential FUDS area.

ACTION TAKEN

Notified, Guy Ashcraft, New York District, about information obtained from interview in regards to Ditch Plains and Culloden Point.

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1510	DATE July 13, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Charlie Grimes	Owner of Grimes Construction Co.	(516) 668-5332

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-16)

Mr. Grimes the owner of Grimes Construction Company has lived and work in this area for 35 years. His company was the contractor who from start to finish demolished the entire site area. He said not only did they demolish the buildings, but they had to dig up all of the footings that were three to four feet deep. When the demolition was complete, they started putting the water lines, sewer lines and the sewer plant for the condominiums that now occupy the site area. Mr. Grimes said they did *extensive* earth moving and further went on to say "there wasn't any dirt that wasn't turned over several times". Mr. Grimes said in the buildings they found transformers and other assorted small containers filled with liquid. It could not be confirmed if it was left by the military. Mr. Grimes said during the demolition and *extensive* earth moving, he did not see, hear of or discover any ordnance presence. Also see later phone conversation on document I-27.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1550	DATE July 13, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Perry Duryea, Jr.	Owner of Ice House Business	(516) 668-2484

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-17)

Mr. Duryea was born and raised in the area and is Chairman of the Board for Duryea and Sons Inc., Lobster and Fish Ice Plant. Mr. Duryea was a New York State Legislator for 18 years and for six of those, was speaker of the House. He also ran for Governor of New York in 1978, but was unsuccessful. Even though Mr. Duryea was very familiar with the mission of the torpedo testing range, he was gone for most of those years in the Navy, from 1942 to 1946. He knew they tested commercially manufactured torpedoes with dummy warheads. He said barges were used to test fire these torpedoes. He agreed with the team's assessment of the mission of the test range, that was to test the delivery vehicles of the torpedoes not the warheads Mr. Duryea has no knowledge of the Navy testing torpedoes in Fort Pond Bay prior to World War I or after. Mr. Duryea has no knowledge of any ordnance discoveries in Fort Pond Bay, within the Navy owned land or land surrounding the former base. The team talked about a World War I site on Fort Pond and Mr. Duryea was aware of this site located in the southeast corner of Fort Pond. The team showed him a facilities map dated 1919 and he agreed with the map's accuracy. He has no knowledge of artillery located in Ditch Plains to Montauk Lighthouse firing into Culloden Point, he thought they were firing out to sea.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE QASAS	DATE

CONVERSATION RECORD	TIME 1325	DATE July 14, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
John Bariardi, Ph.D.	Past President & Director of N. Y. Ocean Science Lab	(516) 668-5145

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-18)

Mr. Bariardi former Vice Chancellor of Long Island University moved to the Montauk area in 1969, when he founded the New York Ocean Science Laboratory. This Science Laboratory sat on the subject site and occupied the buildings. Mr. Bariardi was the Founder, President and Director of the lab until it closed in 1984. In locating the leeching field, Mr. Bariardi said that the land located on county tax map 16, Block 1, lot 6.4 and map 27.01, block 1, lot 80.2 was used by the Navy. He was familiar with this area, because the Science Lab put septic tanks up in the area. The team believes just the land located on county tax map 27.01, block 1, lot 80.2 was the only land used for this purpose. Mr. Bariardi said the lab rebuilt the L-shaped pier and refurbished the buildings on the subject site. During this refurbishing of the facilities, he did not discover any military ordnance on the premises. He also went on to state, that he has no knowledge of ordnance being discovered in the area. Except, many years ago when he discovered machine gun ammunition (small arms ammunition) that washed up on the shore after a storm. He didn't know the amount, but said it wasn't very much. Mr. Bariardi gave the team a lead, Mr. Asa Peekham.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1350	DATE July 14, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Robert Bariardi		(516) 668-5145

SUBJECT: Montauk Torpedo Testing Range

SUMMARY (I-19)

Mr. Robert Bariardi is the son of John Bariardi (see I-18), who has lived in this area for 26 years. He also said that lot 6.4, Map 16, Block 1 and lot 80.2, Map 27.01, Block 1 of County Tax Accessor Map was used by the Navy as a septic tank and leeching field. In the conversation about the septic system, Mr. Bariardi seemed somewhat hesitant about the location. He thought it was located on Lot 80.2 of Map 27.01, Block 1 of the County Tax Map, but his father said different and he dropped the question. The team believes that the septic system was only located on lot 80.2 (see document L-2). Mr. Bariardi recalls diving in Fort Pond Bay from 1969 to 1983 and not discovering any types of military ordnance. He said he dove strictly around the L-shaped pier and about 20 feet out from said pier. He has no knowledge of any ordnance discoveries in the Bay or in the area.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE QASAS	DATE

CONVERSATION RECORD	TIME 1530	DATE July 14, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Lena A Greenwaldt	Bookkeeper	(516) 668-2484

SUBJECT: Montauk Torpedo Testing Range Page 1 of 2

SUMMARY (I-20)

Ms. Greenwaldt has been living in the Montauk area since 1923 and has been the Duryea's bookkeeper for 54 years. Ms. Greenwaldt recalls the Long Island Railroad canceling her parent's land lease and the Navy moving the house in February 1943. Ms. Greenwaldt is very familiar with the torpedo testing range. She witnessed the torpedoes being fired from the floating barge as she sat on the beach watching. She recalls the chase boats going after the launched torpedoes and then towing them back after the fuel was spent. One day, she witnessed at her place of employment, which is still located next to the former test range, a 'wild' torpedo crashing into their pier and coming up into the building next to her. She said it was very entertaining watching some of those torpedoes do funny things i.e., porpoise through the water and spin in circles to name a few. Ms. Greenwaldt said the torpedoes *did not* have live warheads. She said she would have gone up with the one that hit their pier and came up into the building next to her. She has no knowledge of any ordnance being discovered in Fort Pond Bay or in the site area. She has no knowledge of the area being used as a World War I site. The only WW I site she knows about is the one that was in the southeast corner of Fort Pond. Ms. Greenwaldt stated that the Navy's sewer/leeching field was located in the

ACTION REQUIRED
see continuation

ACTION TAKEN
see continuation

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME	DATE July 14, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Lena A. Greenwaldt		

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-20)

approximate area of current county tax map 27.01, block 1, lot 80.2. Other land discussed in previous conversation records, map 16, block 1, lots 6.1, 6.3 and 6.4 are believed not to be within the site boundary (see documents L-2 and plate 2).

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION CENCR-ED-DN	TELEPHONE NUMBER (309) 794-6016
SIGNATURE	TITLE QASAS	DATE

CONVERSATION RECORD	TIME 0900	DATE July 15, 1995

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Asa Peekham	Retired	(516) 324-1791

SUBJECT Montauk Torpedo Testing Range Page 1 of 2

SUMMARY (I-21)

Mr. Peekham has lived in this area for 77 years, but was gone from 1941 to 1945 while serving in the military. He recalls hearing the Navy used sand in the torpedoes' warhead. He also heard of scuba divers (Navy) picking up the torpedoes that got stuck in the bottom of Fort Pond Bay. After the base closed down, he recalls hearing fisherman towing their nets out in the Bay and Block Island Sound netting dummy torpedoes. Mr. Peekham after returning from his tour of duty, starting working for the Globe Aircraft Company in 1951. This aircraft company occupied parts of the subject site. Mr. Peekham stayed on the subject site as (now) the entire property passed through various businesses' hands to were the last was the New York Ocean Science Laboratory. Mr. Peekham then retired in 1984 when the Science Laboratory stopped operation at the subject site Mr. Peekham said he was sure the Navy didn't store any ordnance in the areas north and northeast of the building site. He said the area on County Tax Map 27.01, Block 1 Lots 80.1 and 80.2 was approximate location of septic system The team believes lot 80.2 is the location. Mr. Peekham when working for the Science Laboratory, recalls supervising the installation of (8) septic tanks in this area, up on the hill. He said this was good sandy soil for drainage. Mr. Peekham has no knowledge of anyone discovering

ACTION REQUIRED
see continuation

ACTION TAKEN
see continuation

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DN	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME	DATE

TYPE

[X] VISIT [ ] CONFERENCE [ ] TELEPHONE [ ] INCOMING [ ] OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Asa Peekham		

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-21)

ordnance in Fort Pond Bay or on the property owned by the Navy. He also stated, he has no knowledge of this area being used by the military during World War I.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DN	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1230	DATE July 31, 1995

TYPE

☐ VISIT ☐ CONFERENCE ☒ TELEPHONE ☐ INCOMING ☒ OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Jack Tanzman		(516) 862-6779

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-22)

The property stated in conversion record are believed to be nonsite acreage.

Mr. Tanzman is part owner of property located on County Tax Map 16, Block 1, Lot 6.1. He and a Mr. Paul Neff (see I-23) have owned this property for 20 years. Mr. Tanzman has no knowledge of any military ordnance being discovered on their property. The team asked Mr. Tanzman about property located on Tax Map 16, Block 1, Lots 6.3 and 6.4. He said Paul and I owned this property for 8 years, which at that time lots 6.1, 6.3 and 6.4 were all one parcel. When Mr. Tanzman and Mr. Neff sold property to Sea View Associates in 1983 the parcel was divided as it appears today. Mr. Tanzman has no knowledge of ordnance being discovered on this property also. Mr. Tanzman gave the team a lead, Mr. Larry Gerber.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DN	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1330	DATE August 1, 1995

TYPE

☐ VISIT ☐ CONFERENCE ☒ TELEPHONE ☐ INCOMING ☒ OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Paul Neff		(516) 997-0864

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-23)

The property stated in conversion record are believed to be nonsite acreage.

Mr. Neff is part owner with Mr. Tanzman (see I-22) on property located on County Tax Map 16, Block 1, Lot 6.1. He said he and Mr.Tanzman have owned this property for 20 years and has no knowledge of ordnance being discovered on their property. Mr. Neff also stated that his son Morgan Neff stays on the site frequently and has not discovered any ordnance. With regards to property, Map 16, Block 1, Lots 6.3 and 6.4, especially 6.4. Mr. Neff said this land (12.1 acres) was used by local contractors as a sand pit. He said this acreage was excavated by local contractors previous to him and Mr. Tanzman purchasing the property. Mr. Neff said this property was zoned different and digging could no longer take place. To his knowledge, no excavating did occur during their ownership for 8 years or after they sold the property to Sea View Associates. To his knowledge no ordnance was discovered on this property. He mentioned in the interview that he did diving in Fort Pond Bay and only discovered 'junk' i.e., parts of ships. However, over by the seaplane pier, Navy represents as Area A, he thought he saw something that looked like ammunition, but wasn't sure of what he saw. He also mentioned when he was a young-man he worked for Globe/Republic Aircraft Companies in 1952-1953. He said they used the subject site for storage of aircraft replacement parts.

ACTION REQUIRED

NONE

ACTION TAKEN

NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DN	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1445	DATE August 1, 1995

TYPE

☐ VISIT	☐ CONFERENCE	☒ TELEPHONE ☐ INCOMING ☒ OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Fernado Bustamate	Owner of Landscape Business, Montauk	(516) 726-4767

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-24)

The property stated in conversion record are believed to be nonsite acreage.

Mr. Bustamate said he is familiar with property located on County Tax Map 16, Block 1, Lot 6.4, 12.1 acres. He said Sea View Associates let him use this property for the past 6 years to store his landscaping material. He recently had to move, because Anchor Saving Bank, Hewlett New York, is foreclosing on the said property. Mr. Bustamate said he never did any digging on the property, it was excavated years prior to him using the premises. He has no knowledge of anyone discovering military ordnance on this property. Mr. Bustamate said he has lived in Montauk for 17 years and has not heard of anyone discovering military ordnance in the area, except for two weeks ago, when he was reading the local newspaper. The team told Mr. Bustamate that it was the team who had discovered this ordnance item and EOD had disposed of it. Mr. Bustamate tried to give the team a lead for a Sea View Associates member, but the last one past away 5 to 6 months ago.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DN	(309) 794-6016
SIGNATURE	TITLE QASAS	DATE

CONVERSATION RECORD	TIME 1430	DATE August 2, 1995

TYPE

☐ VISIT	☐ CONFERENCE	X TELEPHONE INCOMING / X OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Larry Gerber	Owner Sea Scapes, Syossett, N.Y.	(516) 496-7833

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-25)

Mr. Gerber is the owner of a dive shop in Syossett New York. He said he has been diving in Fort Pond Bay for 10 years and the only ordnance that he has discovered was small arms ammunition. Mr. Gerber said the small arms ammunition is fused into rocks, pieces of wood and is scattered everywhere. Again, he repeated, he discovered nothing larger than small arms ammunition.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DN	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME	DATE
	1100	13 July 1995

TYPE

[ ] VISIT [X] CONFERENCE [X] TELEPHONE [ ] INCOMING [X] OUTGOING

NAME OF PERSON CONTACTED	ORGANIZATION	TELEPHONE NO.
MSG Hurtle	54th Ord Det (EOD) Ft Monmouth, NJ 07703	(908) 532-7055

SUBJECT OE on Sands Point Naval Training Device Center and Montauk Torpedo Testing Station

SUMMARY I-26

A thorough review of Journal, Activity Report, and Historical files of the 54th EOD revealed that military Explosive Ordnance Disposal response has never occurred in the Sands Point or Montauk areas of Nassau or Suffolk County, New York. In addition, all ordnance or explosive items recovered in the state bear no similiarity to the types suspected to have been delivered, employed, or utilized in the areas specified. The 54th EOD's area of responsibility encompasses portions of the State of New York, to include all of Long Island, and portions of the State of New Jersey. Due to the finding of a 3" High Explosive projectile in Montauk, NY by the OE inspection team on this date, the records of the 54th EOD will be updated to reflect their response to this incident.

ACTION REQUIRED

None

NAME OF PERSON DOCUMENTING COVERSATION	ORGANIZATION	TELEPHONE NUMBER
Nicholas A. Iaiennaro	CENCR-ED-DO	(309) 794-6056
SIGNATURE	TITLE	DATE
	Health & Safety Specialist (UXO)	13 July 1995

CONVERSATION RECORD	TIME 0740	DATE August 24, 1995

TYPE

☐ VISIT	☐ CONFERENCE	☒ TELEPHONE INCOMING ☒ OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Charlie Grimes	Owner/President Grimes Construction	(516) 668-5332

SUBJECT Montauk Torpedo Testing Range (Lot 6.4), also see I-16

SUMMARY (I-27)

The team ask Mr. Grimes if he knew of any excavating that took place on property located on Suffolk County Tax Map 16, Block 1, Lot 6.4. Mr. Grimes said his company did excavation on this property from 1962 to approximately 1970, when the zoning laws were changed and excavation had to stop. He also mentioned he knew the two previous contractors who excavated this property before his company started. Unfortunately, these two individual have passed away. He said he has no knowledge of any military ordnance being discovered in this area. He also said if the two previous contractors would of discovered any ordnance he would of known about it, because of their friendship on the local fire department. Mr. Grimes also mentioned that during the 1982-1984 time frame, his company dug test wells for Sea View Associates who currently own this property. During these digging of the test wells, he has no knowledge of military ordnance being discovered. The team also asked Mr. Grimes about lot 6.3 (Tuthill Pond). Mr. Grimes said he has no knowledge of anyone discovering any military ordnance on this property either. In a final note to this conversation record, Mr. Grimes stated that he was sure that the septic system was located on the property located on Suffolk County Tax Map 27.01, Block 1, Lot 80.2.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE QASAS	DATE

CONVERSATION RECORD	TIME 0915	DATE August 24, 1995

TYPE

☐ VISIT ☐ CONFERENCE ☒ TELEPHONE ☐ INCOMING ☒ OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Chief Leon Beck and Chief Wilkerson	EOD Mobile Unit 2, Det., Newport R.I.	(401) 841-3301

SUBJECT Montauk Torpedo Testing Range (Page 1 of 2)

SUMMARY (I-28)

Chief Leon Beck and Chief Wilkerson have been assigned to mobile unit two for two and one-half and two years respectively. Chief Wilkerson researched their records back to 1989 and has only found the following incidents that has occurred during this time. Currently, a practice bomb MK I, 100 lbs. with a two to four pound black powder charge was discovered last week. Chief Beck said that this bomb's origin was from former Fort Tyler (ruins) and the fisherman brought it into the harbor. Chief Wilkerson has a newspaper article stating the fisherman netted this bomb in Fort Pond Bay. Chief Wilkerson said he will fax me the article. When the team told Chief Wilkerson what Chief Beck said, he responded by saying they usually have no idea where these items originate from. Another incident happened in 1991 at Gardiner's Island. Chief Wilkerson said it was reported that practice items were discovered i.e.,grenade simulators, and smoke grenades. In an incident that occurred last winter 94-95, see interview with Mr. John Aldred (I-5) and Mr. Bill Taylor (I-6), state that a torpedo or something was discovered on Gardiner's Point also known as Fort Tyler or the ruins. Chief Beck responded to this incident, he said it was a ship launched practice mine with no HE. He said they currently have this mine stripped down in their store house. In another incident that Chief Beck responded to

ACTION REQUIRED
SEE CONTINUATION SHEET

ACTION TAKEN
SEE CONTINUATION SHEET

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 0915	DATE August 24, 1995

TYPE

☐ VISIT ☐ CONFERENCE ☒ TELEPHONE ☐ INCOMING ☒ OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Chief Leon Beck and Chief Wilkerson	EOD Mobile Unit 2, Det., Newport R.I.	(401) 841-3301

SUBJECT Montauk Torpedo Testing Range

SUMMARY (I-28)

between Point Judith and Block Island, in Block Island Sound It turned out to be a torpedo that a fisherman netted. Chief Beck said when they arrived on the scene, the fisherman had the torpedo tied off along his boat. When they attempted to pull the torpedo up, the warhead section broke off and sank in rough sea conditions. Therefore, they could not determine if the torpedo was dummy or live (see plate 3).

ACTION REQUIRED

Report new findings to the New York District (Guy Ashcraft).

ACTION TAKEN

Notified Guy Ashcraft, New York District of new findings.

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE	DATE
	QASAS	

CONVERSATION RECORD	TIME 1155	DATE August 31, 1995

TYPE

☐ VISIT	☐ CONFERENCE	☒ TELEPHONE ☐ INCOMING ☒ OUTGOING

NAME OF PERSON CONTACT WITH	ORGANIZATION	TELEPHONE NO.
Allyson Daniels/Alfred Barone	land owners	(516) 878-8704

SUBJECT Montauk Torpedo Testing Range, Suffolk County Tax Map 27.01, Block 1, Lot 80.1 and 80.2

SUMMARY (I-29)

Ms. Daniels owns the property that has a Navy guard house located on. The team sent Ms. Daniels a letter Aug. 8, 1995 explaining the reason for contacting her and asked if she would help with the research and here is a toll free number. No response was received, so the team contacted her by phone. When Ms. Daniels answered the phone and the team introduced themselves, Ms. Daniels said she wasn't interested and hung up the phone on the team.

Another landowner the team wanted to contact was Mr. Alfred Barone, Suffolk County Tax Map 27.01, Block 1, Lot 80.2, who owns the property the former Navy's sewer system/ leeching field is located. A letter was sent to Mr. Barone Aug. 8, 1995 and the team has not received a response. The team then tried to contact Mr. Barone by phone and the result was an unlisted home phone number. The team acquired his business phone number and has left messages at his place of business and still he has not responded. In a phone conversation with the team's researcher on June 1, 1995, Mr. Barone said he has no knowledge of any military ordnance being discovered. The team is trying to ask him about the Navy's septic system on his property.

ACTION REQUIRED
NONE

ACTION TAKEN
NONE

NAME OF PERSON DOCUMENTING CONVERSATION	ORGANIZATION	TELEPHONE NUMBER
	CENCR-ED-DO	(309) 794-6016
SIGNATURE	TITLE QASAS	DATE

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE, AREA 'B'
SUFFOLK COUNTY
MONTAUK LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

APPENDIX J

PRESENT SITE PHOTOGRAPHS

APPENDIX J

PRESENT SITE PHOTOGRAPHS

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J-1 Former torpedo building (B-10), now Shell Fish Hatchery.

J-2 Former Contractor's Workshop (B-15), now residential units.

J-3 Overall view of Fort Pond Bay looking SW to NW.

J-4 Looking West at Rough Rider's Landing entrance.

J-5 Looking South, Rough Rider's Condomimuns, foreground where Boat Maintenance Shop was located.

J-6 Looking NE, Rough Rider's Condomimuns, formerly Building (B-2), Torpedo Overhaul Shop.

J-7 Looking South, Rough Rider's Condomimuns, formerly building (B-6), Shipping and Receiving.

J-8 Looking East, Rough Rider's Condomimuns.

J-9 Looking SW on Subject Site, Port Royal's Condomimuns.

J-10 Looking W to NW, Long Island Railroad Company, note the old Depot is still standing.

J-11 Looking W, part of old Long Island Railroad pier.

J-12 Looking NW, part of old Long Island Railroad pier.

J-13 Looking NE at L-Shaped pier.

J-14 Looking S on L-Shaped pier.

J-15 PCB material found in Shell Fish Hatchery.

J-16 Sign on Subject Site, Fort Pond Bay.

J-17 Scuba Divers in Fort Pond Bay.

J-18 3 inch or British 15 pdr.

J-19 3 inch or British 15 pdr.

Site Photographs continued

J-20 Flower garden where 3 inch round was discovered, cat is approximate location.

J-21 Looking SE along flower garden where 3 inch round was discovered.

J-22 Looking SW, property Map 16, Block 1, Lot 6.1.

J-23 Looking NW, entrance into property Map 16, Block 1, Lot 6.4.

J-24 Looking N on property Map 16, Block 1, Lot 6.4.

J-25 Looking SE, Tuthill Pond, Map 16, Block 1, Lot 6.3.

J-26 Looking N on Duryea's property, Map 16, Block 1, Lot 8.2.

J-27 Looking S, Navy's Septic Tank, property Map 27.01, Block 1, Lot 80.2.

J-28 Looking S, Navy's septic system, property Map 27.01, Block 1, Lot 80.2.

J-29 Looking N, drainage field for the Navy's septic system, property Map 27.01, Block 1, Lot 80.2.

J-30 Looking NE, property Map 27.01, Block 1, Lot 80.1.

J-31 Former guard house on property Map 27.01, Block 1, Lot 80.1.

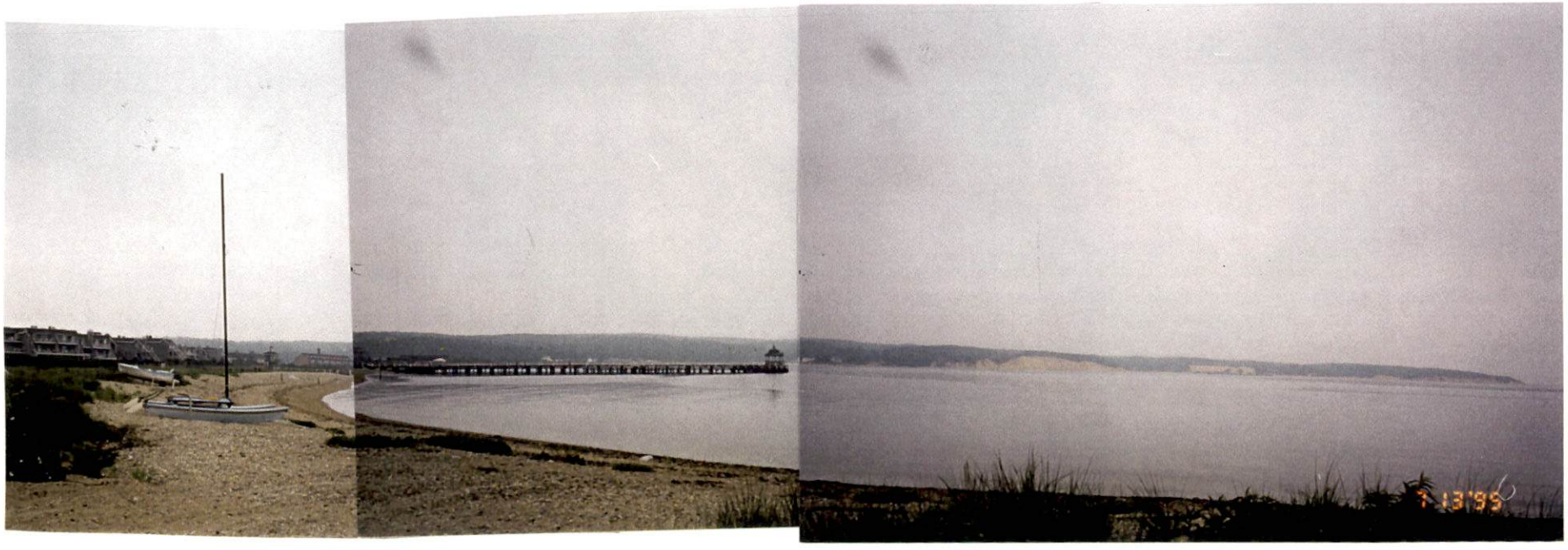
J-32 Aerial photo 1993.



J-1 Former Torpedo Building (B-10),
now Shell Fish Hatchery.



J-2 Former Contractor's Shop (B-15),
now low income housing.



J-3 Overall view of Fort Pond Bay looking SW to NW.



J-4 Looking W at Rough Rider's Condomimuns.



J-5 Looking S, Rough Rider's Condomimuns, foreground boat maintenance shop location.



J-6 Looking NE, Rough Rider's, former location bldg. B-2, Torpedo Overall Shop.



J-7 Looking S, Rough Rider's, former location bldg. B-6, Shipping & Receiving.



J-8 Looking E, Rough Rider's Condomimuns.



J-9 Looking SW, Port Royal's Condomimuns.



J-10 Looking W to NW, L. I. Railroad Company property.



J-11 Looking W, part of old L. I. Railroad pier.



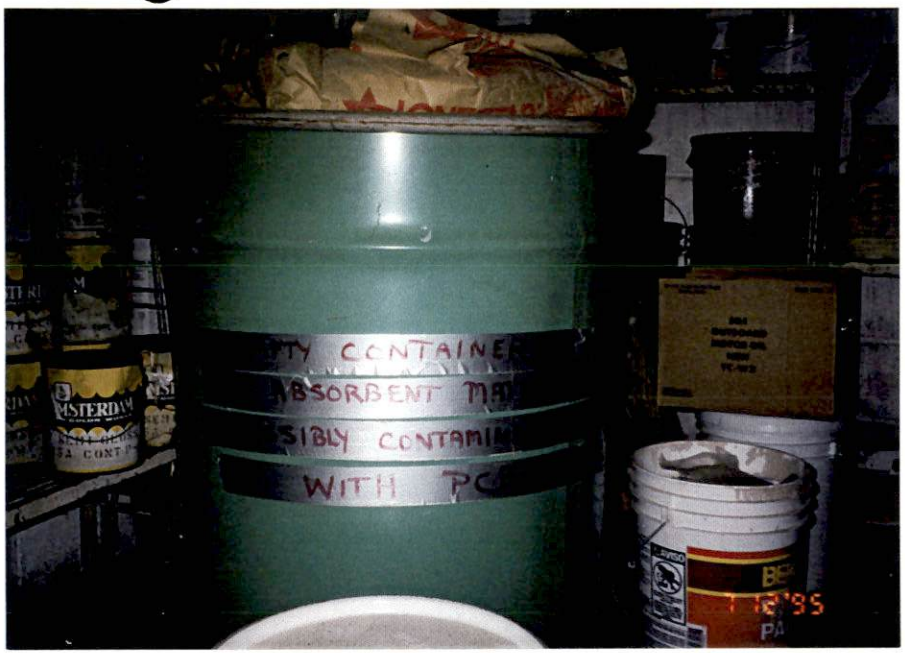
J-12 Looking NW, part of old L. I. Railroad pier.



J-13 Looking NE at L-Shaped Pier, former Operating Pier.



J-14 Looking S on L-Shaped Pier, former Operating Pier.



J-15 PCB's overpacked container, Shell Fish Hatchery.



J-16 Sign located on Fort Pond Bay beach.



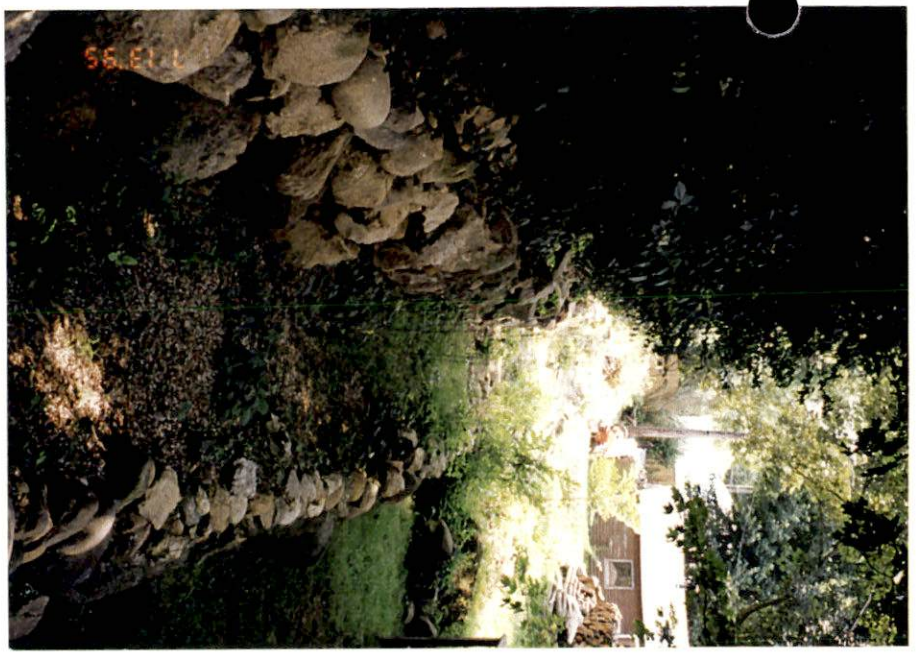
J-17 Scuba Divers in Fort Pond Bay.



J-18 Three inch/British 15 pdr, HE round.



J-19 Three inch/British 15 pdr, HE round.



J-20 Flower garden where round was discovered, cat is approximate location.



J-21 Looking SE along flower garden.



J-22 Looking SW, property Map 16, Block 1, Lot 6.1.



J-23 Looking NW, entrance property Map 16, Block 1, Lot 6.4.



J-24 Looking N, property Map 16, Block 1, Lot 6.4.



J-25 Looking SE, Tuthill Pond, Map 16, Block 1, Lot 6.3.



J-26 Looking N, Duryea's property Map 16, Block 1, Lot 8.2.



J-27 Looking S, former Navy septic tank, property Map 27.01, Block 1, Lot 80.2.



J-28 Looking S, Navy's septic system, property Map 27.01, Block 1, Lot 80.2.



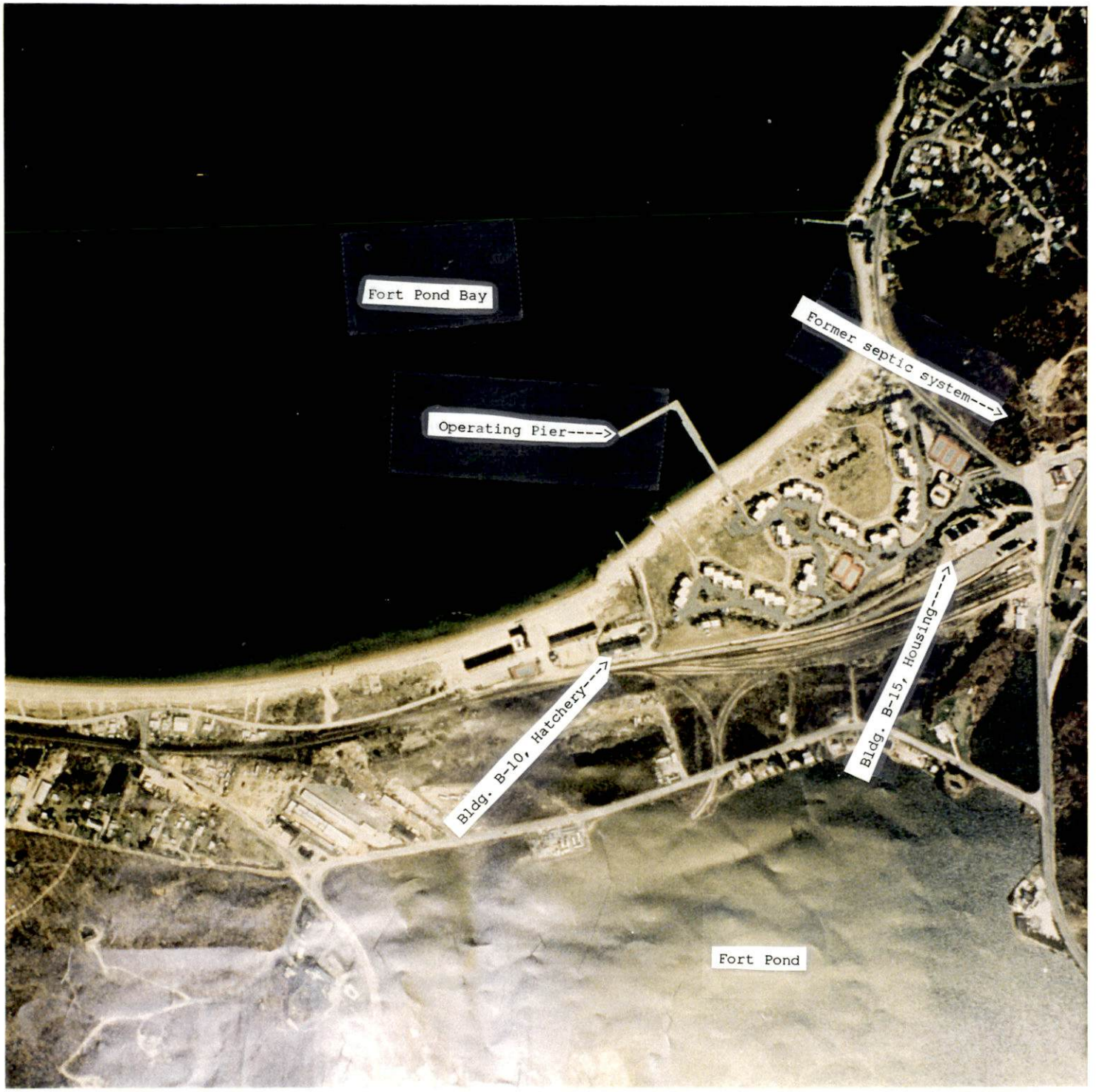
J-29 Looking N, drainage field for septic system, property Map 27.01, Block 1, Lot 80.2.



J-30 Looking NE, property Map 27.01, Block 1, Lot 80.1.



J-31 Former Guard House, property Map 27.01, Block 1, Lot 80.1.



J-32 Aerial Photo 1993.

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APPENDIX K

HISTORICAL PHOTOGRAPHS

APPENDIX K

HISTORICAL PHOTOGRAPHS

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K-1 Montauk Torpedo Testing Range, Area 'B', September 1943, (B-46).

K-2 Montauk Torpedo Testing Range, Area 'B', May 1943, (B-47).

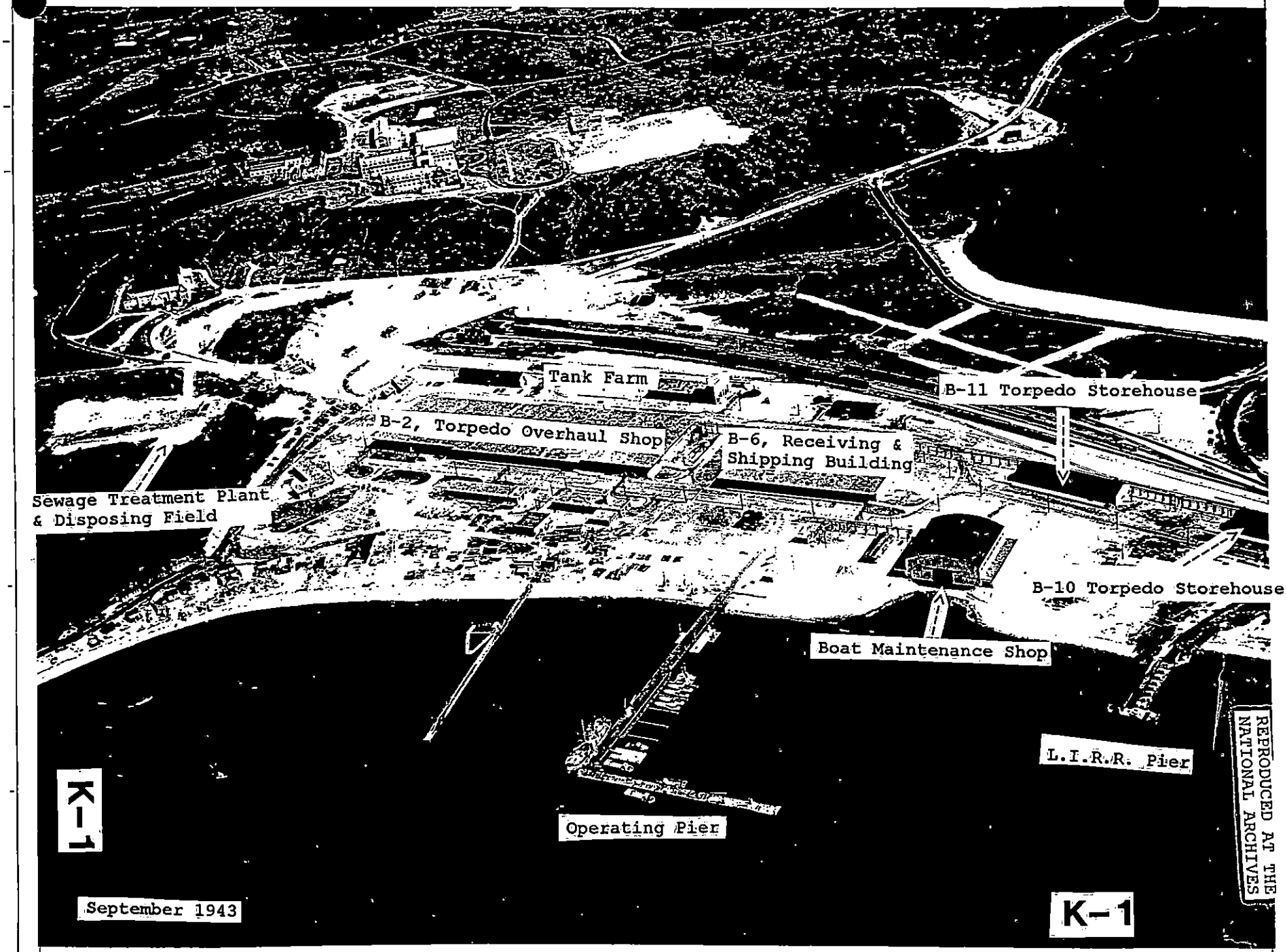
K-3 Montauk Torpedo Testing Range, Area 'B', August 1943, (B-48).

K-4 Torpedo Firing Barge, Area 'B', August 1943, (B-49).

K-5 Torpedo Firing Barge, Area 'B', May 1943, (B-50).

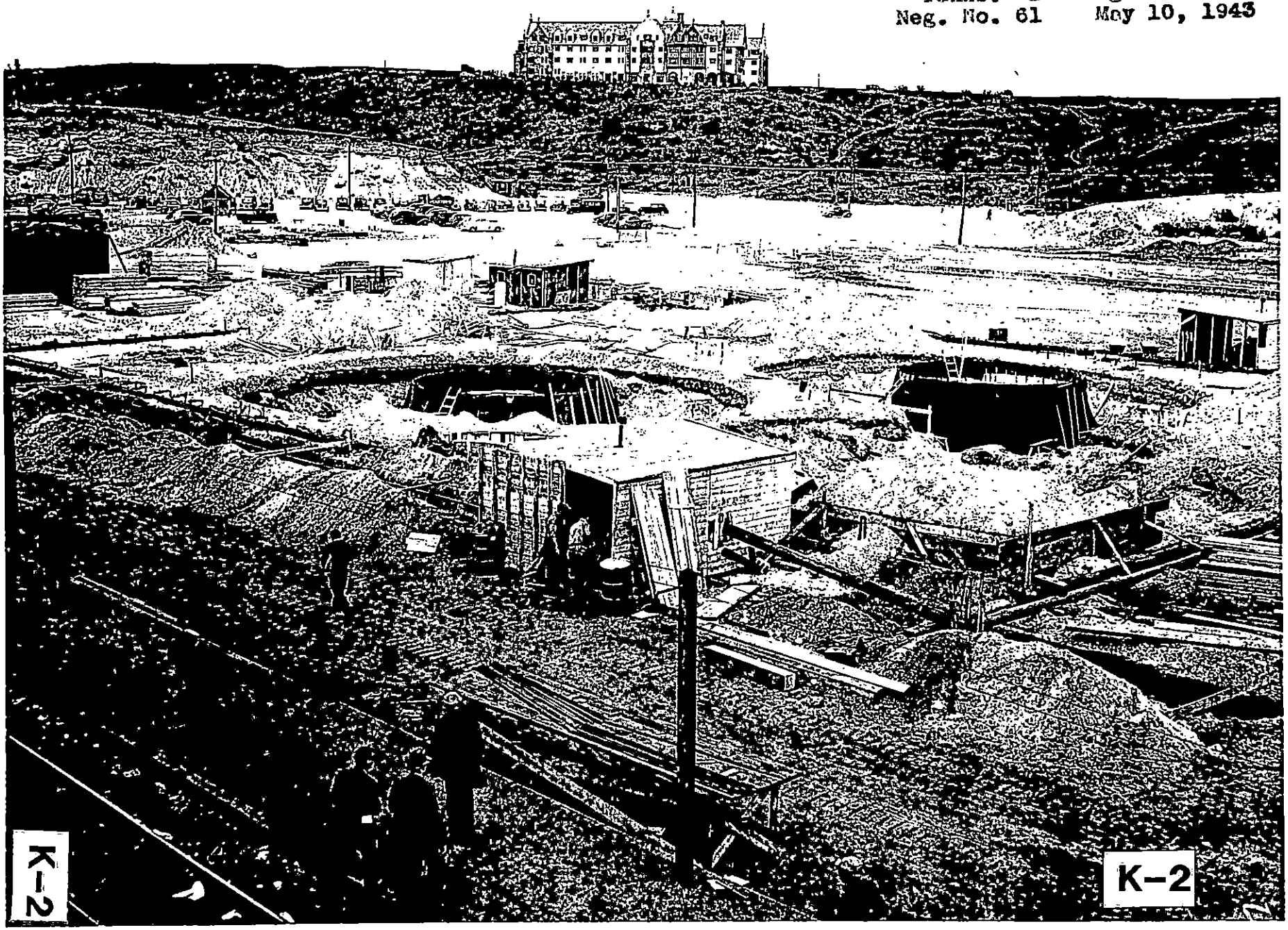
K-6 Seaplane Base, Area 'A', December 1943, (B-51).

K-7 Magazine, Seaplane Base, Area 'A', August 14, 1943, (B-62).



REPRODUCED AT THE NATIONAL ARCHIVES

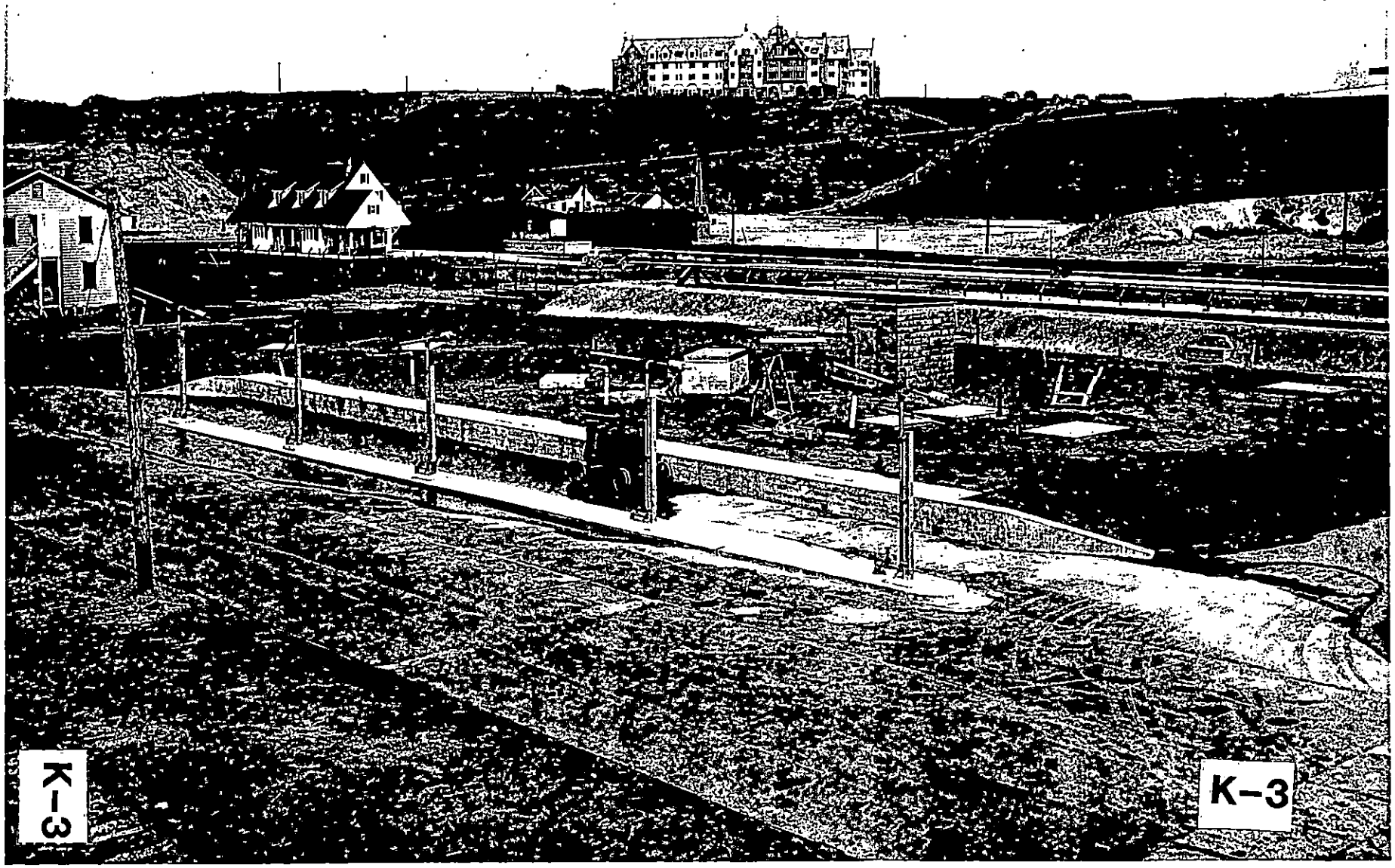
Montauk, L.I., N.Y.
Navy Contract No. 5927
Underground Fuel Oil Storage
Tanks. Looking Southeast
Neg. No. 61 May 10, 1943



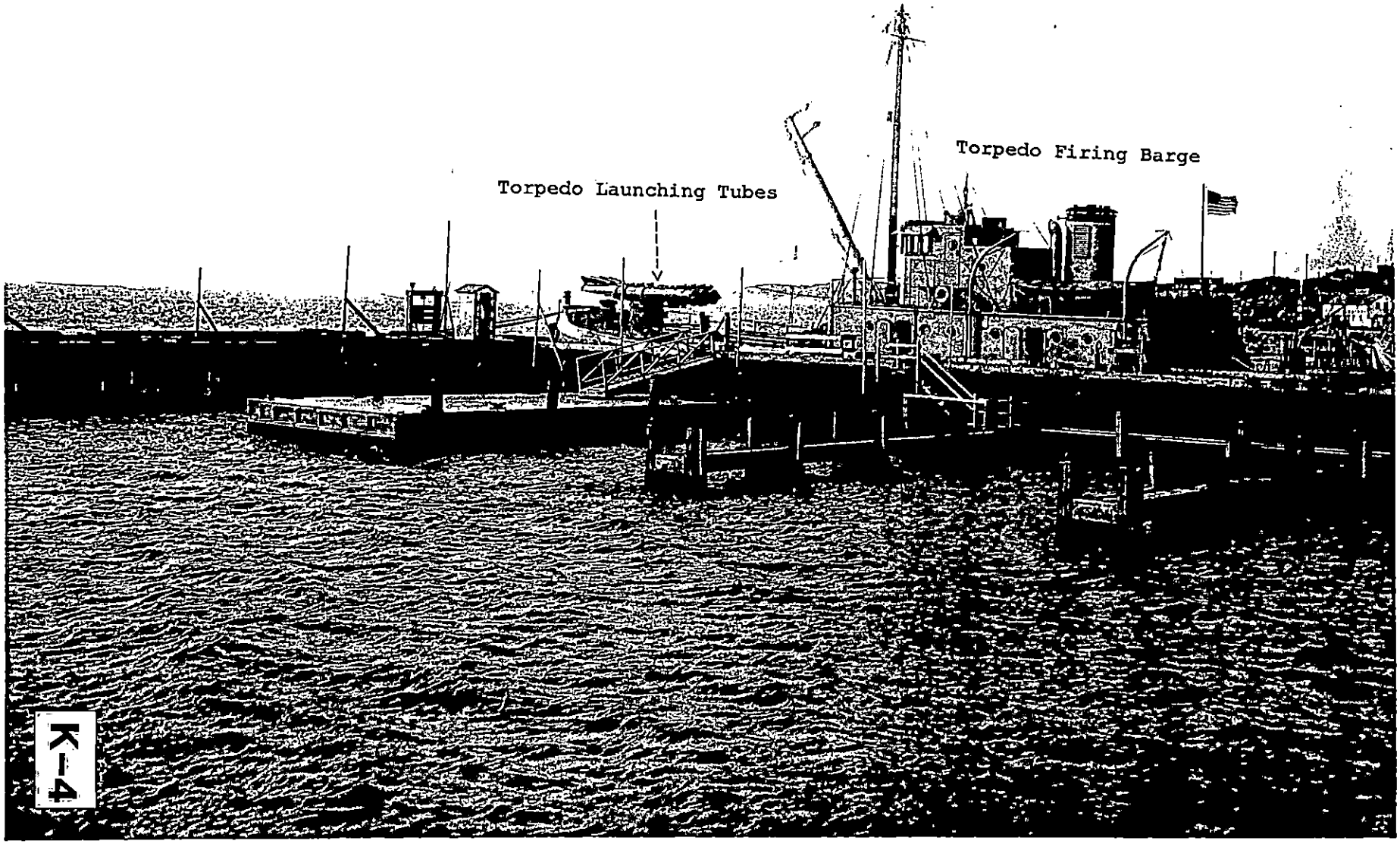
K-2

K-2

Montauk,L.I.,N.Y.
Navy Contract NOy 5927
Underground Oil & Gasoline
Storage Tanks.Looking southeast
Neg. No. 171 Aug.14,1943

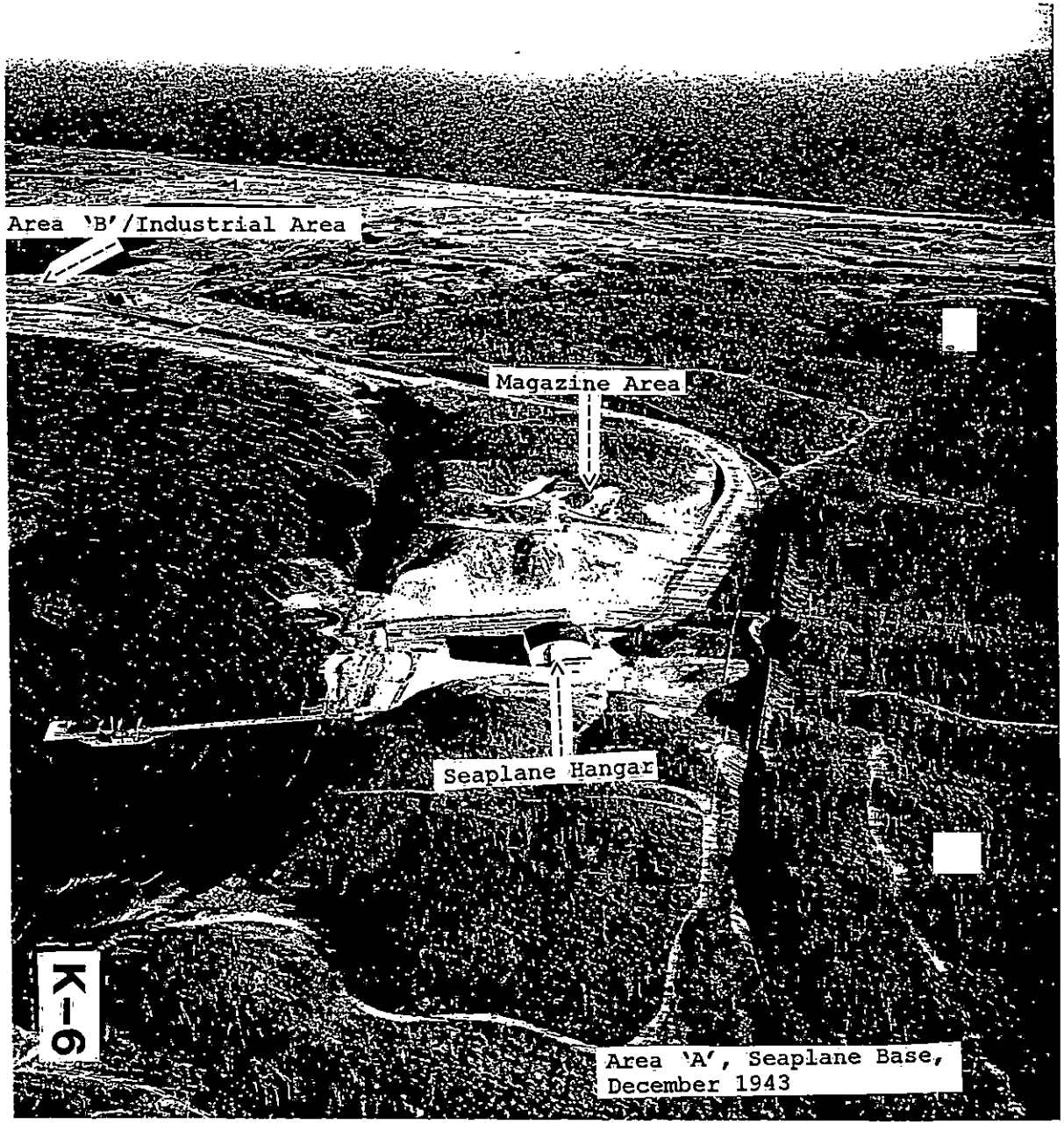


Montauk, L.I., N.Y.
Navy Contract NO. 5927
Operating Pier and Float
looking northeast
Neg. 185 Aug. 14, 1943

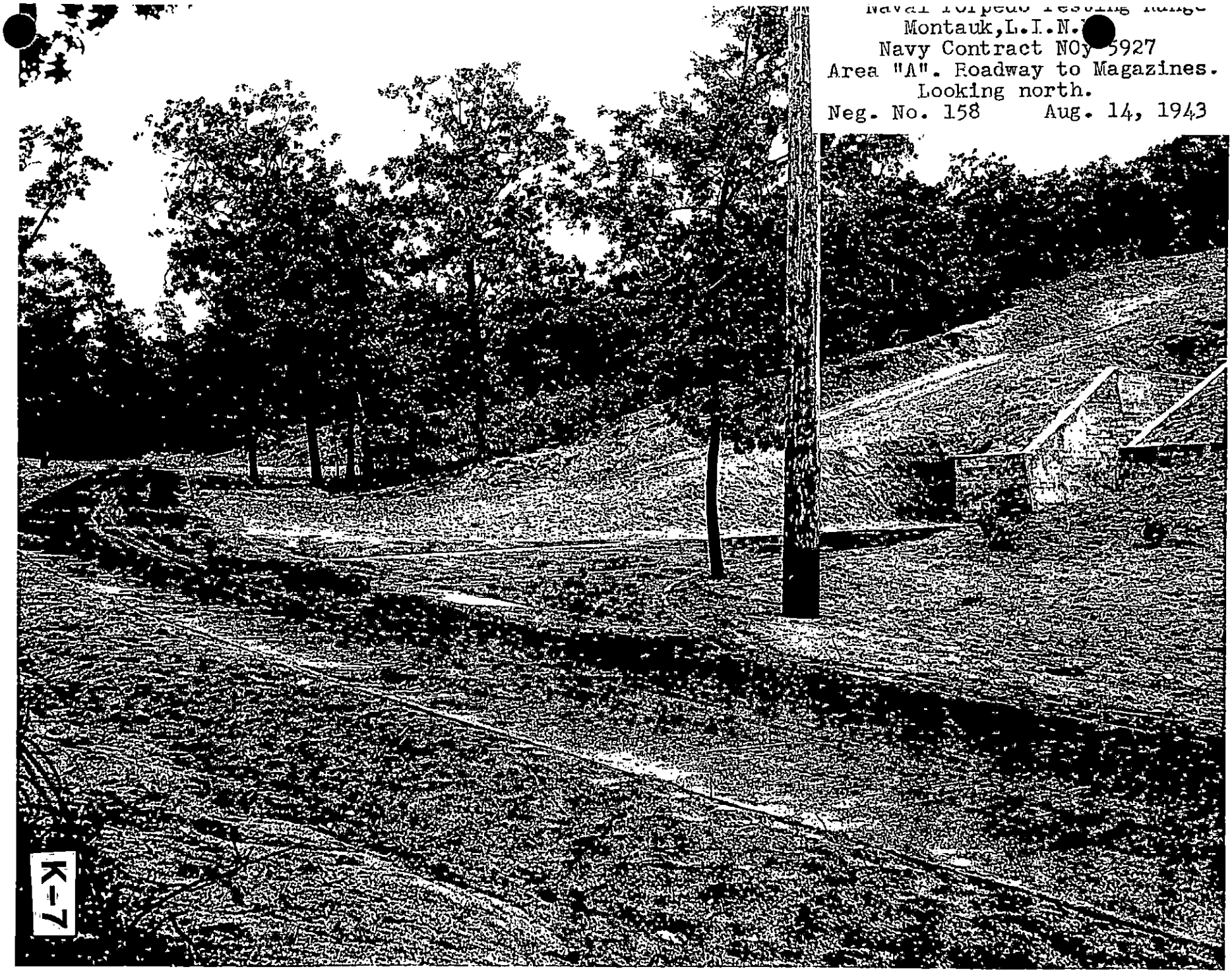


Naval Torpedo Testing Range
Montauk, L.I., N.Y.
Navy Contract NOy 5927
Area "B" looking NW
Showing RR Tracks
Note Firing Barge Right Background
Neg. No. 37 May 4, 1943




Area 'B'/Industrial Area
Magazine Area
Seaplane Hangar
K-6
Area 'A', Seaplane Base,
December 1943

Naval Torpedo Testing Range
Montauk, L.I.N.Y.
Navy Contract NOy 5927
Area "A". Roadway to Magazines.
Looking north.
Neg. No. 158 Aug. 14, 1943



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APPENDIX L

REFERENCE MAPS/DRAWINGS

APPENDIX L

REFERENCE MAPS/DRAWINGS

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L-2 Map of U.S. Naval Magazine, June 30 1948, (B-53).

L-3 Suffolk County Tax Maps, 1995, (B-35).

L-4 Plot Plan, Naval Air Station, Montauk 1919, (B-54).

L-5 Layout, Naval Air Station, Montauk 1917, (B-55).

L-6 Potential FUDS areas, (B-56).

L-7 Camp Wikoff, (B-57).

L-8 Inert torpedoes netted, (B-58).

L-9 Map of Naval Magazine, June 30, 1945, (B-59).

L-10 Map of Wetlands near subject site, (B-60).

L-11 Map provided by the Grenci's on location of property (B-64).

MAP OF U.S.N. TORPEDO TESTIN MONTAUK, L.I., N

SHOWING CONDITIONS ON

JUNE 30, 19-

SCALE IN FEET

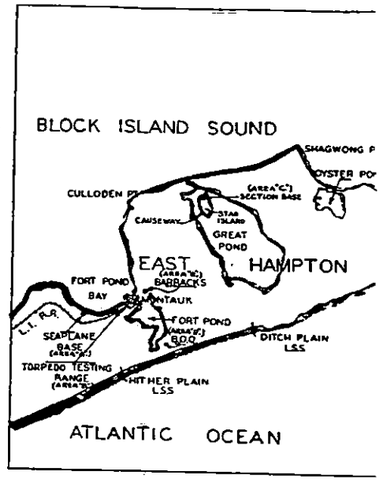
0 200 400 600 80

CORRECTED TO 20 NOV, 1943

REAR ADMIRAL (C.E.C.) U.S.NAVY
OFFICER
THIRD NAVAL DISTRICT

NOTE: APPROXIMATELY 3400 FEET BETWEEN LEFT & RIGHT HALVES OF MAP

NOTE: APPROXIMATELY 1400 FEET BETWEEN TOP & BOTTOM HALVES OF MAP



LOCATION PLAN

SCALE IN MILES

0 1 2 3

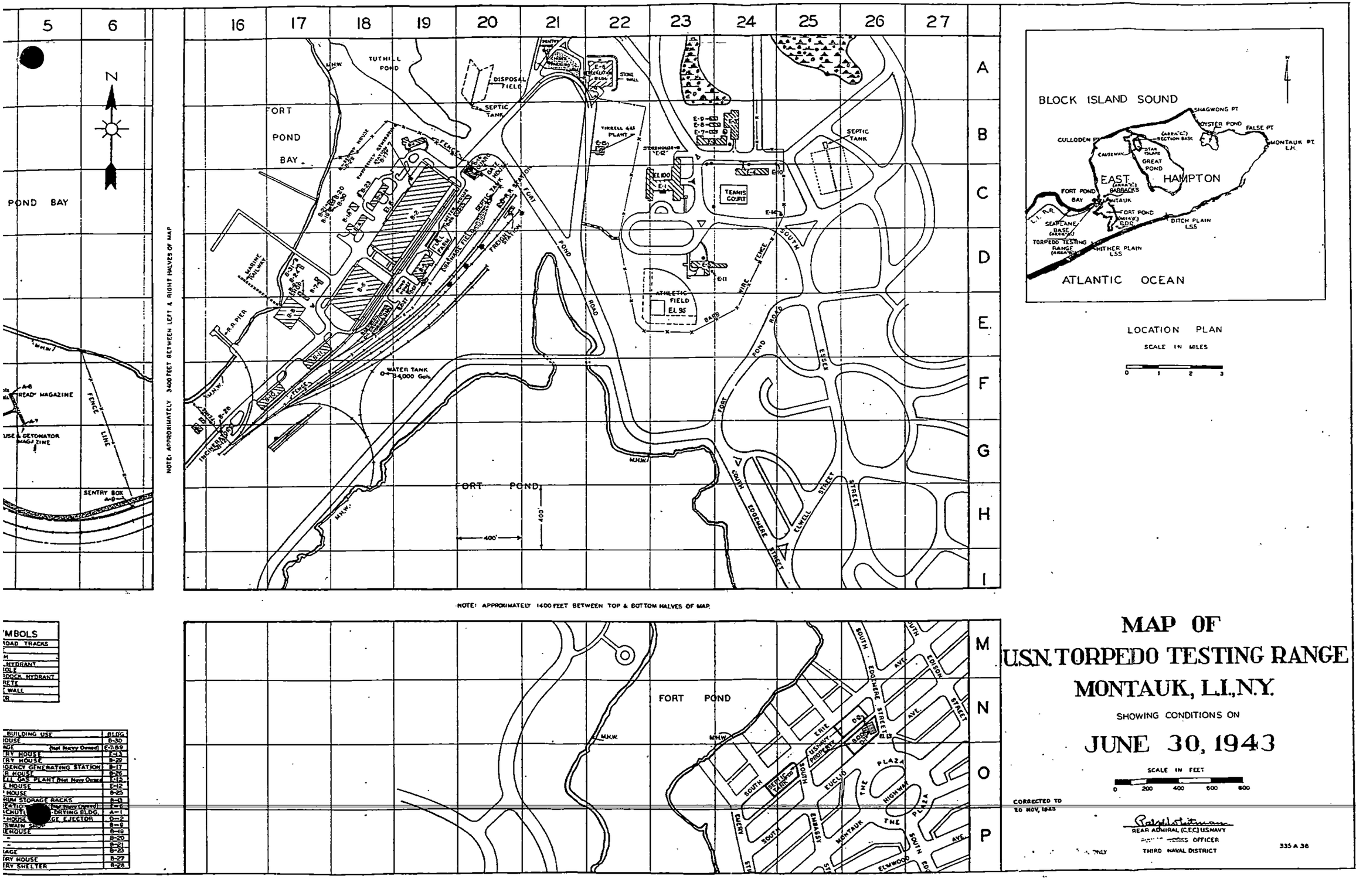
BLDG	SITE	USE
A-1	2E	HANGAR
B-11	17E	MAINTENANCE SHOP
B-16	17F	TORPEDO STOREHOUSE
B-11	17E	"
B-14	19D	RECEIVING & SHIPPING BUILDING
B-14	18E	LUMBER STOREHOUSE
B-12	19D	POWER PLANT
B-15	19C	TORPEDO OVERHAUL SHOP
B-15	20C	CONTRACTOR'S SHOP
B-13	18C	FIREHOUSE & GARAGE
B-18	18C	PUBLIC WORKS BUILDING
B-11	18C	PIPE SHED
B-1	19B	ADMINISTRATION BUILDING
B-2	23C	BARRACKS NO. 2 (Not Navy Owned)
B-3	23B	BARRACKS NO. 4 " " "
B-4	24B	GARAGE " " "
B-5	24C	BARRACKS NO. 3
B-6	23D	DISPENSARY " " "
B-10	24C	PUMP HOUSE " " "
B-14	24C	SENTRY HOUSE
B-11	23D	EMERGENCY LIGHTING BUILDING
B-31	17D	SIGNAL TOWER
B-24	17D	SALT WATER PUMP HOUSE
B-7	17D	HARBOR MASTER'S BUILDING
	20C	RAILROAD STATION (Not Navy Owned)
	20C	FREIGHT STATION " " "
A-2	2F	AVIATION RECREATION BUILDING
A-4	3E	STORE HOUSES
B-12		INCINERATOR
B-1		BOG
B-3		PUMP HOUSE
B-16	20C	GUARD & GATE HOUSE
A-5	4F	READY MAGAZINE
A-6-A-7	4G-5F	FUSE & DETONATOR MAGAZINE
A-8	10-1F-20-6H	SENTRY BOXES

SYMBOLS	
	RAILROAD TRACKS
	FENCE
	MARSH
	FIRE HYDRANT
	MANHOLE
	T MURDOCK HYDRANT
	CONCRETE
	STONE WALL
	CINDER

Only Bldgs. Remaining to date

SITE	BUILDING USE	BLDG.
18C	OIL HOUSE	B-30
23B	STORAGE (Not Navy Owned)	E-7-8-9
21A	SENTRY HOUSE	E-12
18C	SENTRY HOUSE	B-29
19C	EMERGENCY GENERATING STATION	B-17
19D	METER HOUSE	B-28
22B	TIRRELL GAS PLANT (Not Navy Owned)	E-15
23B	STORE HOUSE	E-12
19D	PUMP HOUSE	B-25
18E	OIL DRUM STORAGE RACKS	B-43
22A	RECREATION BLDG. (Not Navy Owned)	E-6
2E	PARACHUTE LOFT & DRYING BLDG.	A-1
26N	PUMP HOUSE & SEWAGE EJECTOR	D-2
17D	BOATSWAIN SHOP	B-9
17C	STOREHOUSE	B-19
18C	"	B-20
17C	"	B-21
18C	STORAGE	B-23
19E	SENTRY HOUSE	B-27
16G	SENTRY SHELTER	B-26

L-1



LOCATION PLAN

SCALE IN MILES

0 1 2 3

'MBOLS

OAD TRACKS
H
YDRANT
OLE
DOCK HYDRANT
RETE
E WALL
R

BUILDING USE	BLDG.
OUSE	B-30
AGE (Not Navy Owned)	E-7-8-9
RY HOUSE	F-13
RY HOUSE	B-29
GENCY GENERATING STATION	B-17
R HOUSE	B-26
L GAS PLANT (Not Navy Owned)	F-15
E HOUSE	E-12
HOUSE	B-25
RUM STORAGE RACKS	B-19
RATIO (Not Navy Owned)	F-16
CHUTE DRYING BLDG.	A-1
HOUSE GE EJECTOR	C-2
MAIN SCALE	B-9
EHOUSE	B-19
	B-20
	B-21
AGE	B-23
RY HOUSE	B-27
RY SHELTER	B-28

MAP OF U.S.N. TORPEDO TESTING RANGE MONTAUK, L.I., N.Y.

SHOWING CONDITIONS ON

JUNE 30, 1943

SCALE IN FEET

0 200 400 600 800

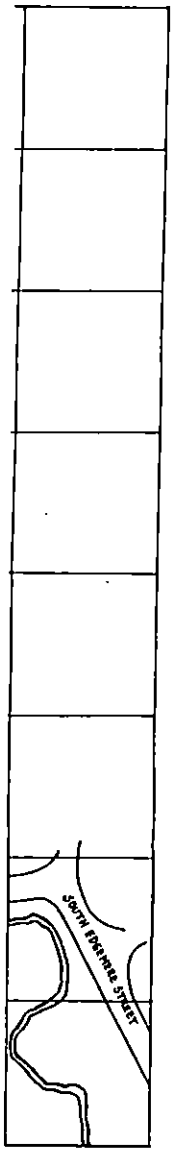
CORRECTED TO 20 NOV, 1943

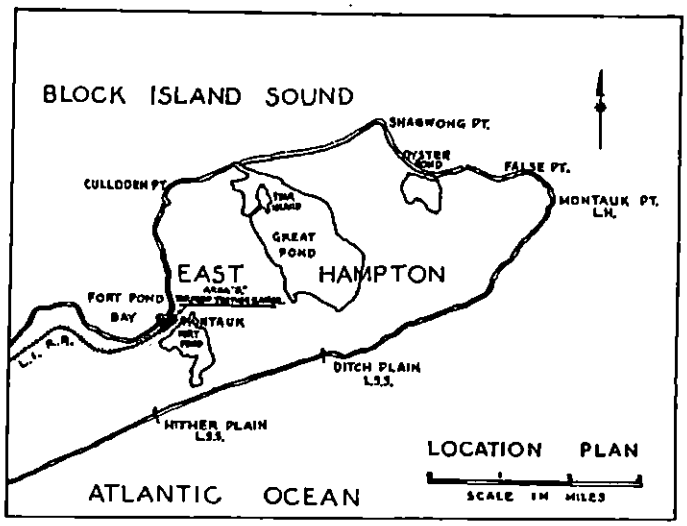
Ralph Whitman
REAR ADMIRAL (C.E.C.) U.S.NAVY
DISTRICT PUBLIC WORKS OFFICER
THIRD NAVAL DISTRICT

335 A 38

L-1

9





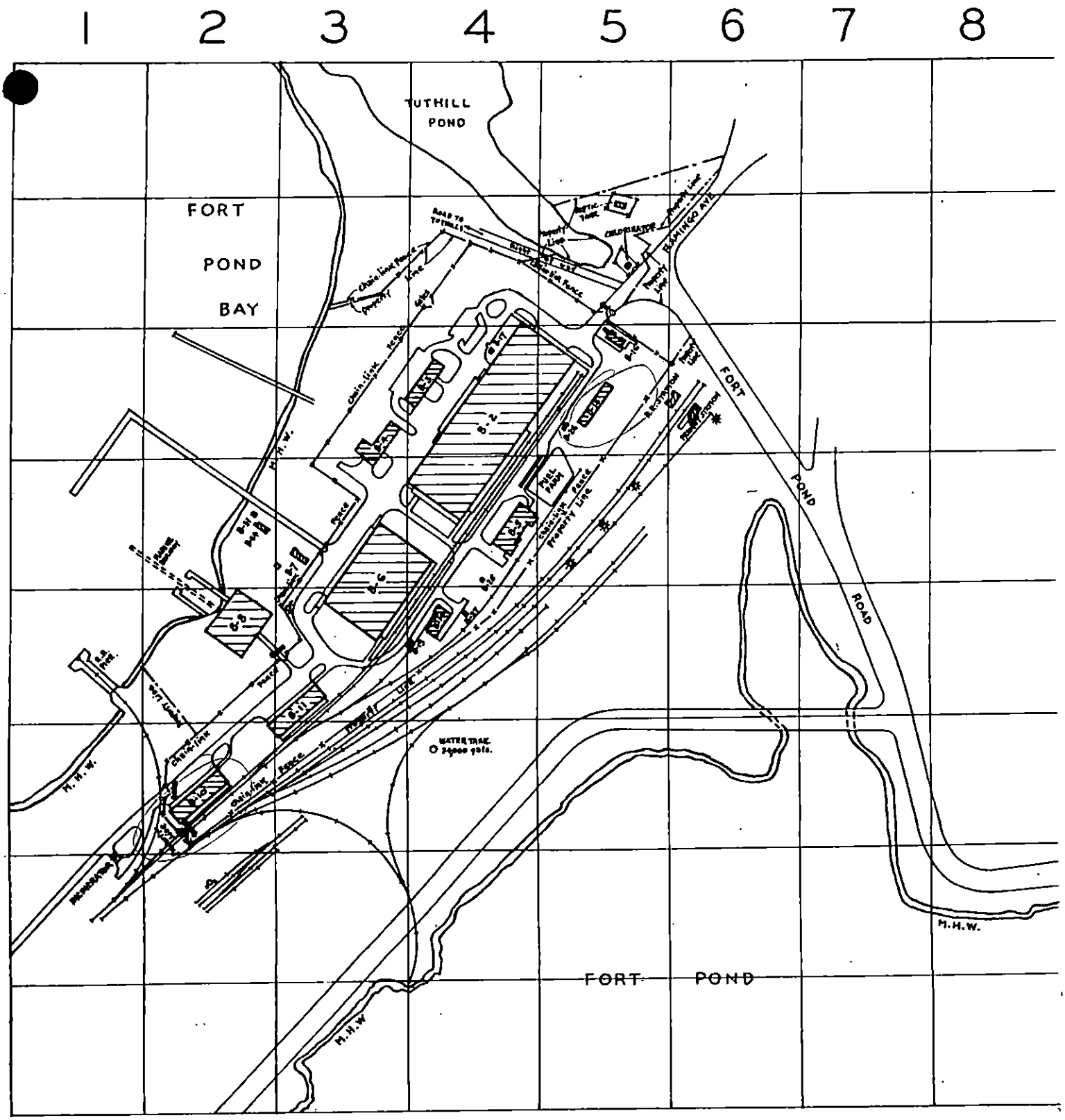
MAP OF
U. S. NAVAL MAGAZINE
MONTAUK, L.I., N.Y.

SHOWING CONDITIONS ON

JUNE 30, 1948

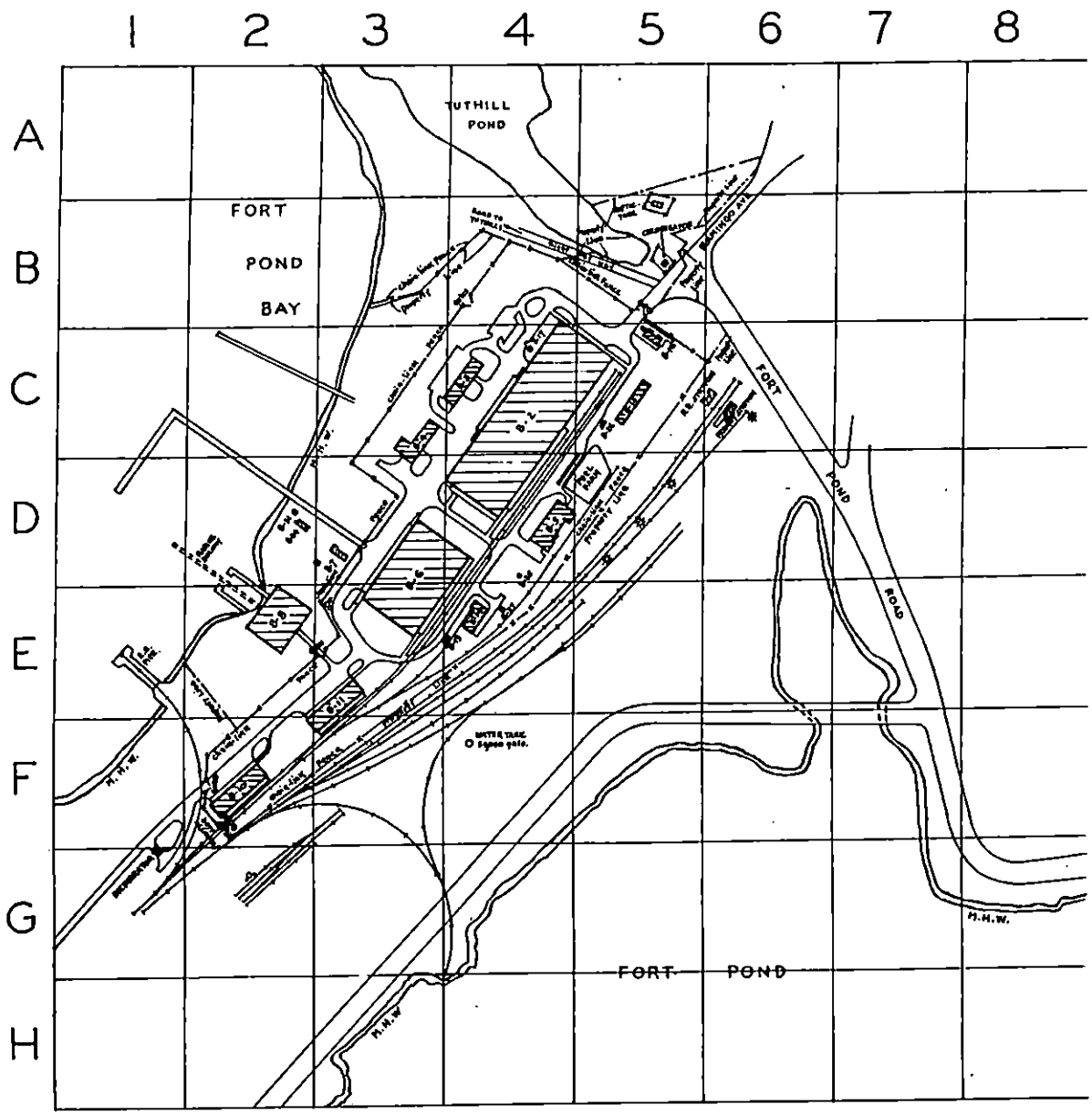
SCALE IN FEET

H. R. Lacey
CAPTAIN (C.E.C.) U.S. NAVY
PUBLIC WORKS OFFICER
THIRD NAVAL DISTRICT



BLDG	SITE	USE
B-2	4C	TORPEDO OVERHAUL SHOP
B-3	4C	PUBLIC WORKS BUILDING
B-4	3C	FIREHOUSE & GARAGE
B-5	4D	POWER PLANT
B-6	3D	RECEIVING & SHIPPING BUILDING

L-2



BLDG	SITE	USE
B-2	4C	TORPEDO OVERHAUL SHOP
B-3	4C	PUBLIC WORKS BUILDING
B-4	3C	FIREHOUSE & GARAGE
B-5	4D	POWER PLANT
B-6	3D	RECEIVING & SHIPPING BUILDING
B-7	3D	HARBOR MASTER'S BUILDING
B-8	2E	MAINTENANCE SHOP
B-10	2F	TORPEDO STOREHOUSE
B-11	3E	" "
B-13	4E	OIL DRUM STORAGE RACKS
B-14	4E	LUMBER STOREHOUSE
B-15	5C	CONTRACTOR'S SHOP
B-16	5C	GUARD & GATE HOUSE
B-17	4C	EMERGENCY GENERATING STATION
B-24	2D	SALT WATER PUMP HOUSE
B-25	4D	PUMP HOUSE
B-26	5C	METER HOUSE
B-27	4E	SENTRY HOUSE
B-31	3D	SIGNAL TOWER

SOUND

ISLAND

SEE SEC. NO. 205

BLOCK

SEE SEC. NO. 027.01
ROUGH RIDERS LANDING
CONDO. I 82

SHORELINE

MHW

FLAMINGO

EDGEMERE

SUFFOLK COUNTY WATER AUTHORITY

7
1.4A(c)

19

24.3

24.4

L.D. 34

POND

18
2.0 A

(66')

11

12

13

9

10

8

17

RD.

(INDUSTRIAL

3

5

6

L.D. 34
2.1 V
4.6A(c)

F.D.16

17
47.6A(c)

SCH. D. 6

2.2 L
4.1A

(L.I.R.R.)

M.T.A.

R.D.

SHORELINE

2.1
2.5A

L.D.34

HOUSE

L.I.L. CO.

FORT POND
(UNDERWATER LAND)

SECOND

NAVY RD.
(var. width)

TOWN OF E.HAMPTON (var. width)

3.1
1.0A(c)
TOWN OF E.HAMPTON RD.)

(PRIVATE)

4.1
1.2A(c)

3.3
2.2A(c)

8.4
1.2A
LILCo.

8.7

8.9

8.10

8.6

8.15

8.12

8.17

F.D.16
10

F.D.16
F.D.17

19
1.3A(c)

18

17

16

15

14

13

12

11

32

9.1/11.2

11.1

20.1

6
1.6A(c)

4

3
TOWN OF EAST HAMPTON

NORTH SHORE RD. (var. width)

MIDLAND RD. (var. width)

23.1
2.8A(c)

23.2
2.5A(c)

23.3
2.7A(c)

23.4
2.6A(c)

28.2
1.1A(c)

2
159.1A(c)

FOR PARCEL NO.
SEE SEC. NO. 048

MAP

L-3

MAP 27.01

ROUGH RIDERS LANDING CONDO. 1
79
17.0 A
(COMMON AREA)

ROUGH RIDERS LANDING CONDO. 2
73
14.7A
(COMMON AREA)

74
1.5A
TOWN OF EAST HAMPTON

80.2
80.1
1.3 A
82
81

EDGEMERE ST. (50')
FORT POND RD. (var. width)
SCH. F. SCH. D. 6 F. D. 16
L.D. 34
SHORELINE
MHW
BLDG. 1
BLDG. 2
BLDG. 3
BLDG. 4
BLDG. 5
BLDG. 6
BLDG. 7
BLDG. 8
BLDG. 9
BLDG. 10
BLDG. 11
BLDG. 12

CONDOMINIUM NOTES:

1. PARCEL
2. PARCEL
INDICA
3. ALL PA
COMMO
LAND
BLOCK

UNLESS DRAWN OTHERWISE, ALL PROPERTIES ARE WITHIN THE FOLLOWING DISTRICTS.

SCHOOL	6	SEWER	
FIRE	16	HYDRANT	
LIGHT	34	WATER	
PARK		REFUSE	

Subdivision Lot No.	(34)	Historical District Line	—HST—
Deed Dimension	62'	Ambulance District Line	—A—
Scaled Dimension	62's		
Deed Area	12A (d)		
Calculated Area	12A (c)		

Block No. (21)

KEY MAP

BLOCK ISLAND SOUND
010
027.01
027

100 0 100 200
SCALE IN FEET

© COUNTY OF S
Real Property Tax Se
County Cent
Riverhead, L. I., N

L-3

SEE SEC. NO. 017

SCH. C

SHORELINE

H.W.M.

350's

66's

115'

282'

RD.

(50')

574'

4.17
8.7 A
(RESERVED AREA "B")

FLEMING

BEECH HOLLOW CT. (50')

4.1
4.2
4.3
4.4
4.5
4.6
4.7
4.8
4.9
4.10
4.11
4.12
4.13
4.14
4.15
4.16
4.1 A
(RESERVED AREA "A")
4.18

Approximate Location of
3 inch, (British 15pdr.)
discovered.
Tom & Lisa Grenci, JR.
135 Tuthill Road

8.1
1.2A(c)
(UNDERWATER LAND)

8.2
3.3A(c)
(UNDERWATER LAND)

8.5
1.3A

8.6
3.7A(c)

8.7

Tuthill Pond

6.3
5.6A
(UNDERWATER LAND)

6.1
3.7A(c)

7
2.4A(c)

6.4
12.1 A

5

FLAMINGO

EDGEMERE ST.

L.D. 34

24.2
2.6A(c)
TOWN OF
EAST HAMPTO

SEE SEC NO. 027.01
ROUGH RIDERS LANDING
CONDO 1 & 2

PRIVATE RD.

LESS DRAWN OTHERWISE ALL PROPERTIES
E WITHIN THE FOLLOW NG DISTRICTS:
HOOL 6 SEWER
E 16 HYDRANT
HT 34 WATER
RK REFUSE

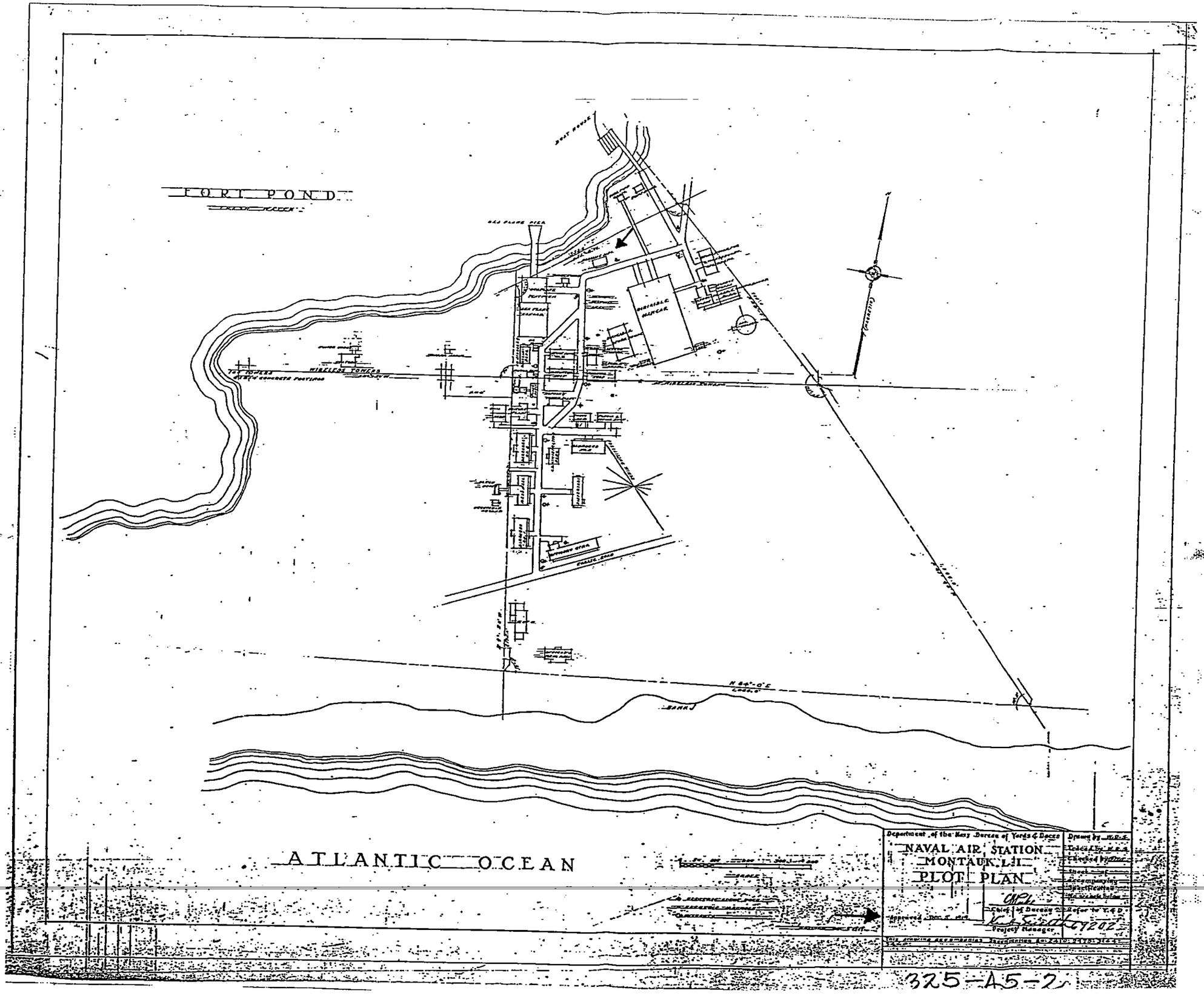
(34)
62'
62's
12A(d)
12A(c)

KEY MAP
FORT POND BAY
009
016
019
027

200 0 200 400
SCALE IN FEET

© COUNTY OF
Real Property Tax
County
Riverhead, L. I

16


FORT POND
ATLANTIC OCEAN
Department of the Navy Bureau of Yards & Docks
NAVAL AIR STATION
MONTAUK, L.I.
PLOT PLAN

325-A5-2

L-4

FRESH WATER

FORT POND

Sea Plane Pier

Sandtrap

Fence

Fire Tower

Wireless Towers

Property leased to Western Electric Co.

P.L.A.I.N. 9.6 Acres
This property can be obtained to increase acreage.

Public Road (Not Finished)

P.L.A.I.N

MONTAUK LAND Co.
N.Y. CITY
(Owners)

Hills

Beach

Mean High Water

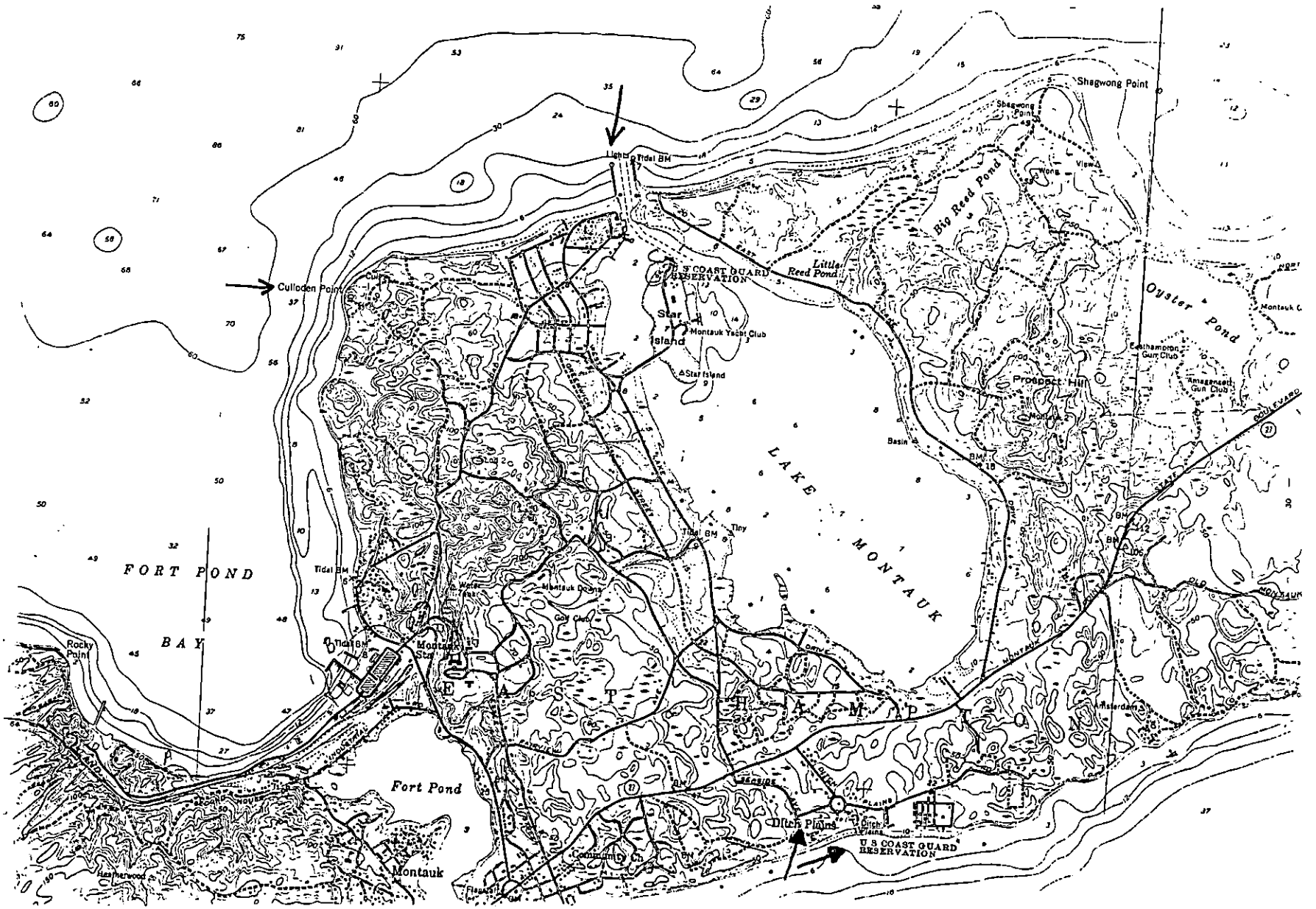
ATLANTIC OCEAN

Department of the Navy - Bureau of Yards & Docks

LAYOUT OF
NAVAL AIR STATION
MONTAUK L.I.

365-4512

L-5


Shagwong Point
Culloden Point
Light
Tidal BM
Big Reed Pond
Little Reed Pond
U S COAST GUARD RESERVATION
Star Island
Montauk Yacht Club
Prospect Hill
Oyster Pond
LAKE MONTAUK
FORT POND BAY
Rocky Point
Montauk Sta
Fort Pond
Montauk
Ditch Plains
U S COAST GUARD RESERVATION
MONTAUK HARBOR

field map of the encampment of COLONEL THEODORE ROOSEVELT and THE ROUGH RIDERS at CAMP WIKOFF August 15, 1898 MONTAUK L.I., N.Y. September 15, 1898

Montauk Historical Society

FORT POND BAY

PUMP

HEADQUARTERS GEN. SHAFTER

ARTILLERY

GEN. WHEELER H.Q. NO. 3

1 U.S. INF.

ILL. 1 V. INF.

TEX. VOL INF.

3 ME. VOL. SIG.

POND

24 U.S. INF. COLORED

34 MICH. VOL. INF.

ROAD

GEN. WHEELER H.Q. NO. 1.

CEMETARY

MORGUE

RAILROAD STATION

DETENTION HOSPITAL

TANK

25 U.S. INF. COLO. 2

33 MICH. VOL INF.

CEMETARY

GENERAL HOSPITAL

TANK

LAKE WYANDANNEE

THIRD H

FORT POND

RECRUITS 2 CAV.

2 ENG.

ROAD

6 U.S. CAV.

3 U.S. CAV.

1 U.S. CAV.

2 U.S. CAV.

ROUGH RIDERS

ROOSEVELT H.Q. NO. 2

ROAD

PUMP

20 INF.

21 INF.

17 INF.

9 MASS. V. INF.

8 OHIO VOL. INF.

4 INF.

10 INF.

2 MASS. VOL. INF.

16 INF.

2 DIV. HOSPITAL

10 CAV. COL. 2

17 INF.

7 INF.

3 DIV. HOSPITAL

BALLOON CORPS.

R. DICKINSON

SIGNAL CORPS.

9 U.S. CAV. COL. 2.

3 CAV.

MONTAUK

RED CROSS H.Q. GEN. YOUNG

ASSOCIATION

GEN. WHEELER H.Q. NO. 2

21 N.Y. V. INF.

22 INF.

3 INF.

1 DIV. HOSPITAL

8 INF.

13 INF.

23 INF.

PUMP

12 INF.

1 D.C. VOL INF.

A. M. HOYT

SECOND HOUSE

ROAD

ATLANTIC OCEAN

L–7

41°07'30"

BLOCK ISLAND SOUND

Shagwong Reef

Washington Shoal

Shagwong Rock

Shagwong Point

Towing Grounds
See document I-4
(Dummy torpedoes picked up in this area, dumping 503 & 65)

Lights Tidal BM

Big Reed Pond

Little Reed Pond

Blackfish Rock

False Point

Montauk Point

Lighthouse
U.S. COAST GUARD RES

U.S. COAST GUARD RESERVATION

Cuttyhunk Point

Star Island

Montauk Yacht Club

Montauk Gun Club

Money Pond

STATE PARK

Oyster Pond

Prospect Hill

Basin

Lake Montauk

U.S. MILITARY RESERVATION

CAMP HERO

FORT POND BAY

Rocky Point

Montauk Sta.

Montauk Downs

Water Tank

Tidal BM

Tiny

Fort Pond

MONTAUK HARBOR

Amsterdam

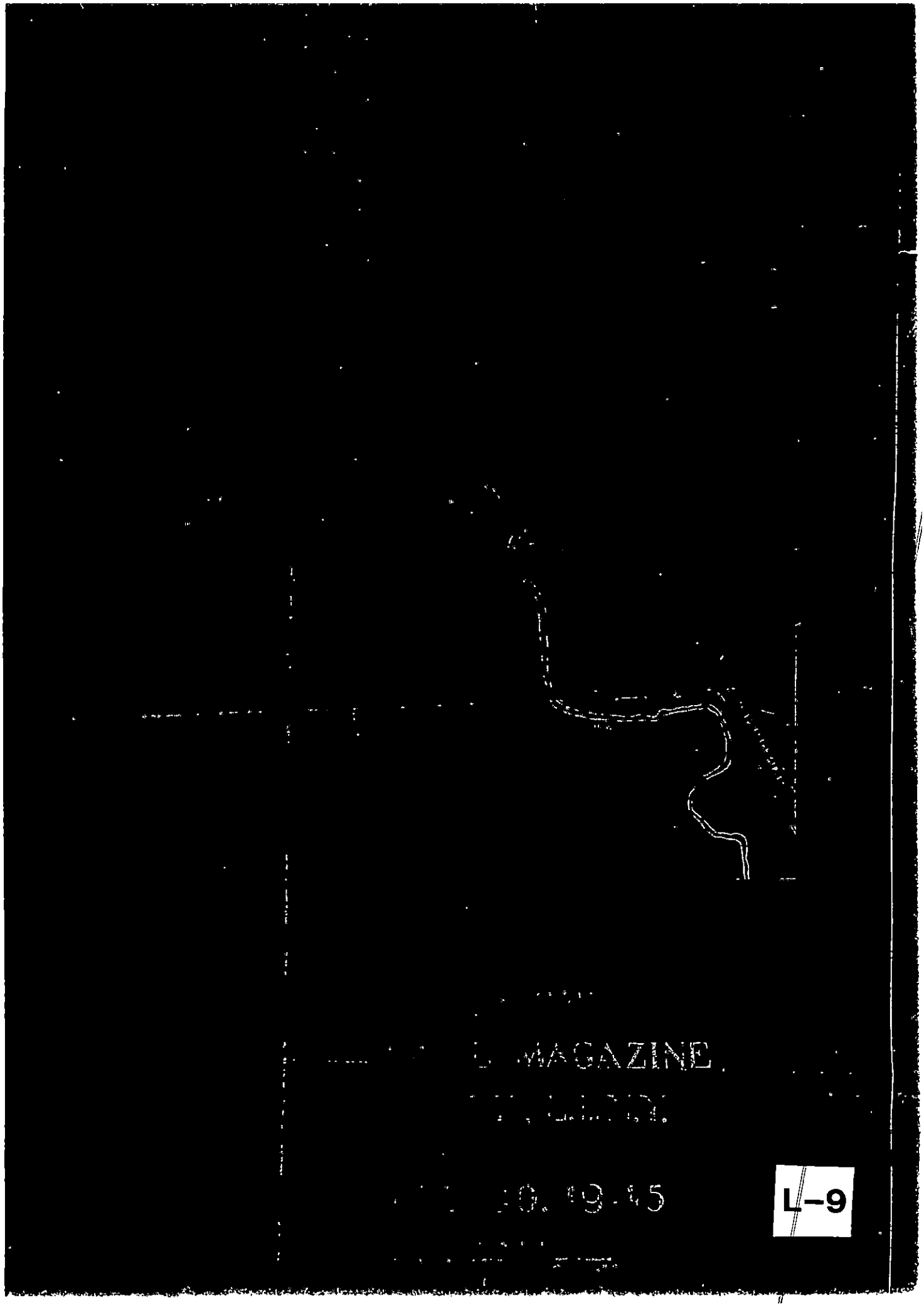
C Pond Bluff

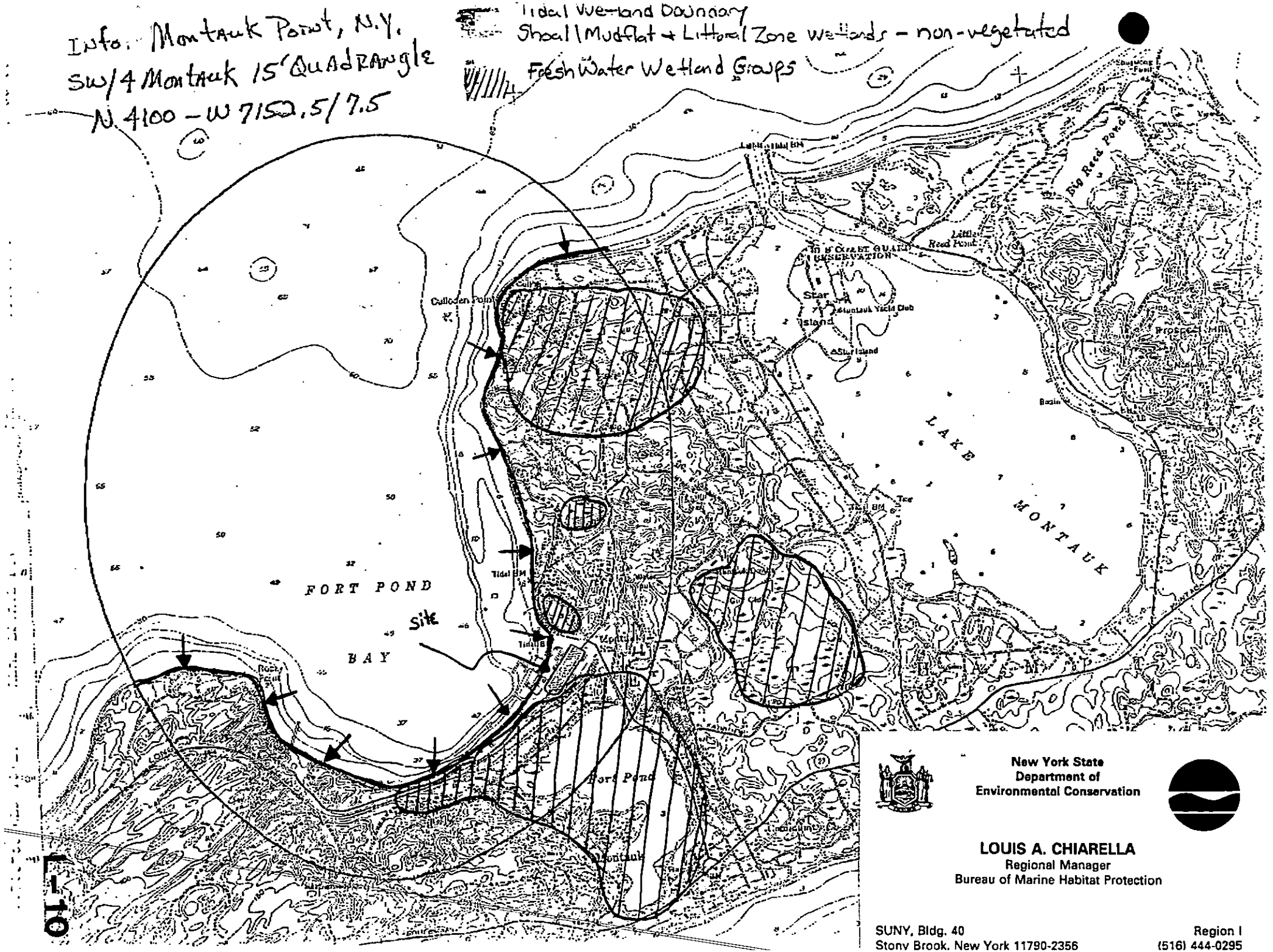
(MONTAUK 1:80,000)

(GARDINERS ISLAND (EAST))

2509500
+ 30000

L-8


MAGAZINE
L-9



New York State
Department of
Environmental Conservation

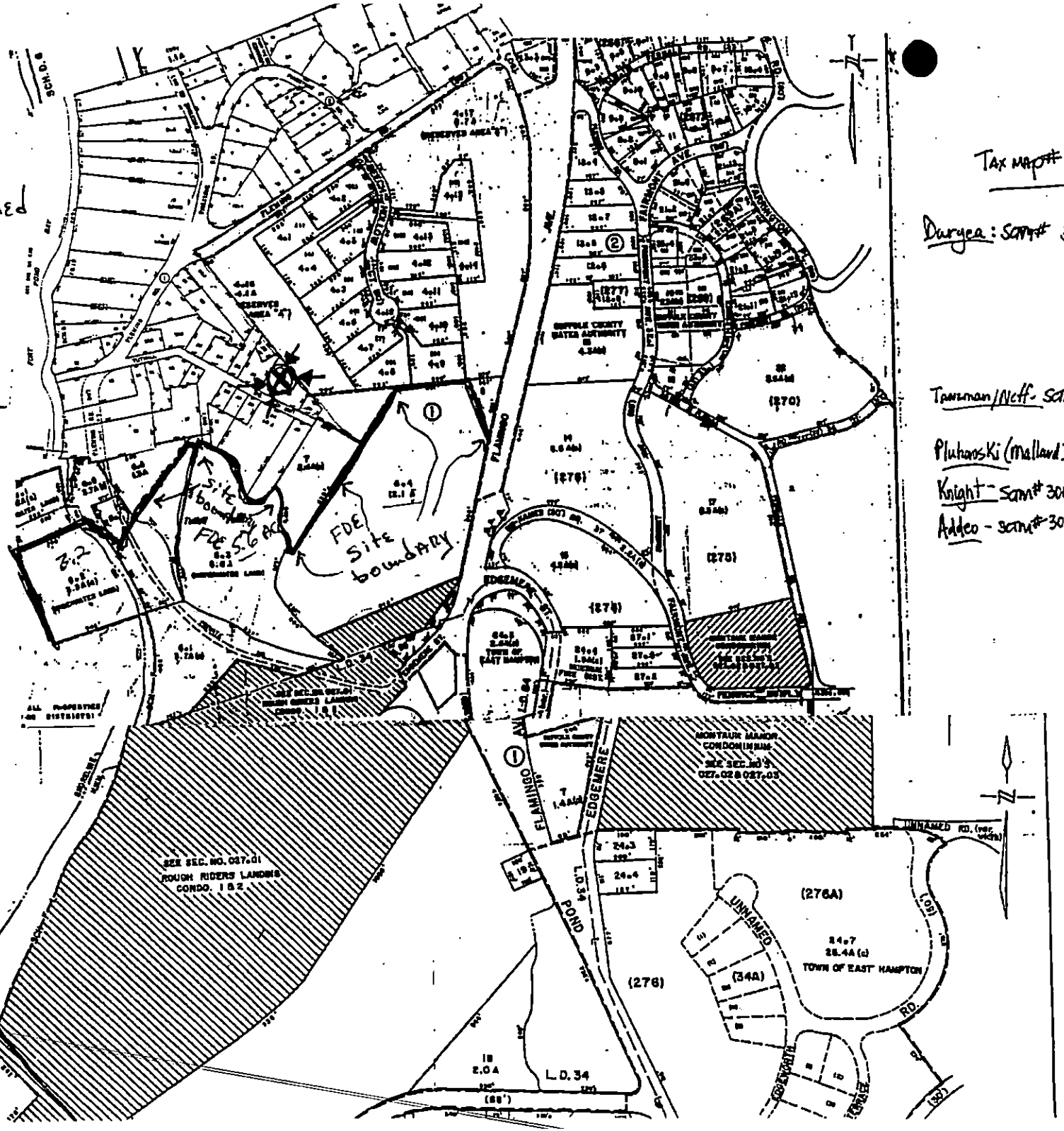
LOUIS A. CHIARELLA
Regional Manager
Bureau of Marine Habitat Protection

SUNY, Bldg. 40
Stony Brook, New York 11790-2356

Region I
(516) 444-0295

This map was provided by Tom & Lisa Grenci, Sr.; 135 Tuthill Rd., Montauk

Lisa confirmed that the X - is the Location of their property.



110. AC

L-11

Tax map# 1

Duryea: Sam# 3

Tamman/Neff- Sam

Pluhanski (Mallard In

Knight - Sam# 300-

Addeo - Sam# 300-

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE, AREA 'B'
SUFFOLK COUNTY
MONTAUK LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

APPENDIX M

ARCHIVES SEARCH REPORT CORRESPONDENCE

(Not Used)

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE, AREA 'B'
SUFFOLK COUNTY
MONTAUK LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

APPENDIX N

REPORT DISTRIBUTION LIST

APPENDIX N

REPORT DISTRIBUTION LIST

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Commander, U.S. Army Engineer Division North Central, ATTN: CENCD-PE-ED-TE (Warda) 111 North Canal Street Chicago, Illinois 60606-7205	1	-	-
Commander, U.S. Army Defense Ammunition Center and School, ATTN: SIOAC-ES Savanna, Illinois 61074-9639	3	-	-
Commander, U.S. Army Health Clinic ATTN: MCXP-RIA (Platt) Rock Island Arsenal Rock Island, Illinois 61201	1	-	-
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II - Finding Report
III - Routed Final Report

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ED-DO	3	-	-
SO	-	-	1
ED-G	-	-	1
ED-H	-	-	1
PD	-	-	1
RE	-	-	1

I - Final Report
II - Findings Report
III - Routed Final Report

ORDNANCE AND EXPLOSIVES
ARCHIVES SEARCH REPORT
FOR
FORMER MONTAUK TORPEDO TESTING RANGE, AREA 'B'
SUFFOLK COUNTY
MONTAUK LONG ISLAND, NEW YORK
PROJECT NUMBER C02NY076602

REPORT PLATES

BLOCK ISLAND SOUND

SHAGWONG PT.

FALSE PT.

MONTAUK PT. L.H.

CULLODEN PT.

2 579 800
315 700

AREA "C" SECTION BASE

STAR ISLAND

OYSTER POND

LAKE

AREA "B" TORPEDO TESTING RANGE

GREAT POND/ LAKE MONTAUK

AREA "E" BARRACKS

FORT POND BAY

SEE PLATE 2

AREA "A" SEAPLANE BASE

FORT POND

27

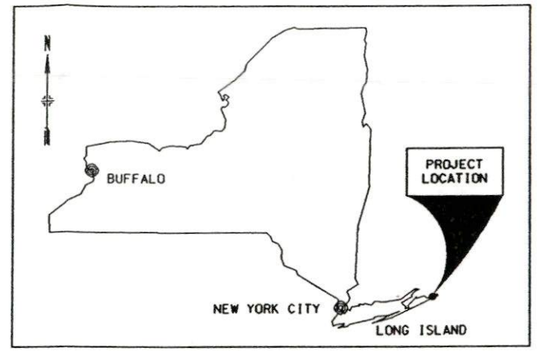
AREA "D" B.O.Q.

ATLANTIC OCEAN

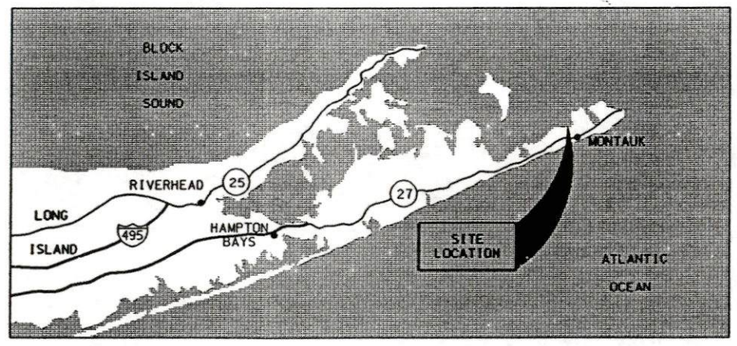
2 556 400
300 000

HITHER PLAIN L.S.S.

2000 1000 0 2000 4000 FT



STATE MAP OF NEW YORK



VICINITY MAP

LEGEND:

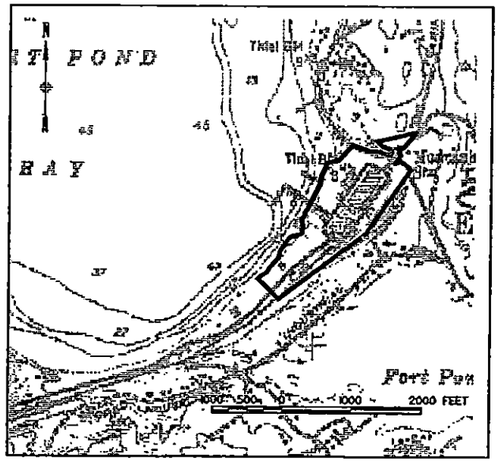
- STATE PLANE COORDINATES
- INTERSTATE HIGHWAY
- STATE HIGHWAY
- FUDS PROJECT SITE SEE DOC. L-1, L-2
- NON-PROJECT AREA/NON-FUDS AREAS
- X NON-PROJECT AREA, FUTURE FUDS AREA

Revisions			
Symbol	Description	Date	Approved

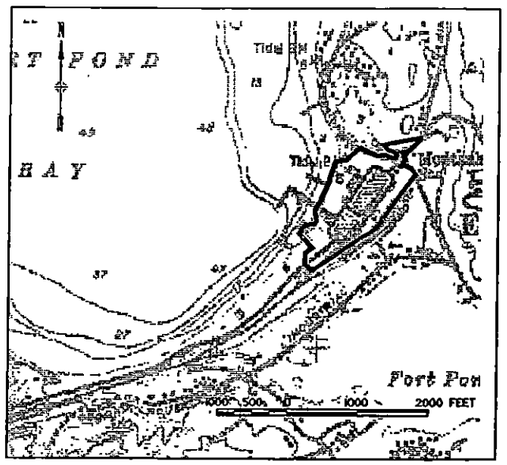
U.S. ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
ROCK ISLAND, ILLINOIS

Designed by: G.O.	US Army Corps of Engineers
Drawn by: R.W.F.	U.S.N. TORPEDO TESTING RANGE MONTAUK, L.I., N.Y.
Checked by: M.J.C.	SITE MAP
Reviewed by: D.J.H.	Scale: AS SHOWN
Approved by:	Date:
	Drawing Code:
	Sheet reference number:
	Solicitation Number:
	Sheet of

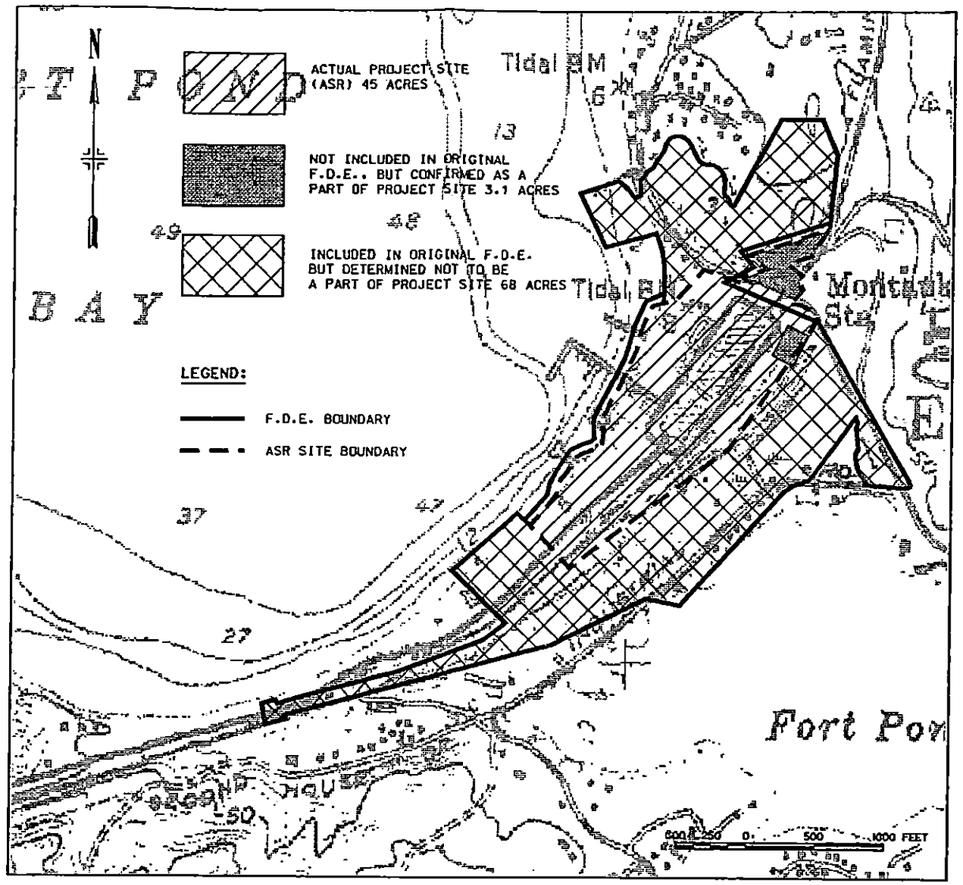
1-1995 07:31
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SITE BOUNDARY
CIRCA 1943/A.S.R. SITE
(45 ACRES)



SITE BOUNDARY
CIRCA 1948
(34.72 ACRES)



BOUNDARY DISCREPANCIES

Revisions			
Symbol	Description	Date	Approved

U.S. ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
ROCK ISLAND, ILLINOIS

Designed by: G.O.
Drawn by: R.W.F.
Checked by: M.J.C.
Reviewed by: D.J.H.
Approved by:

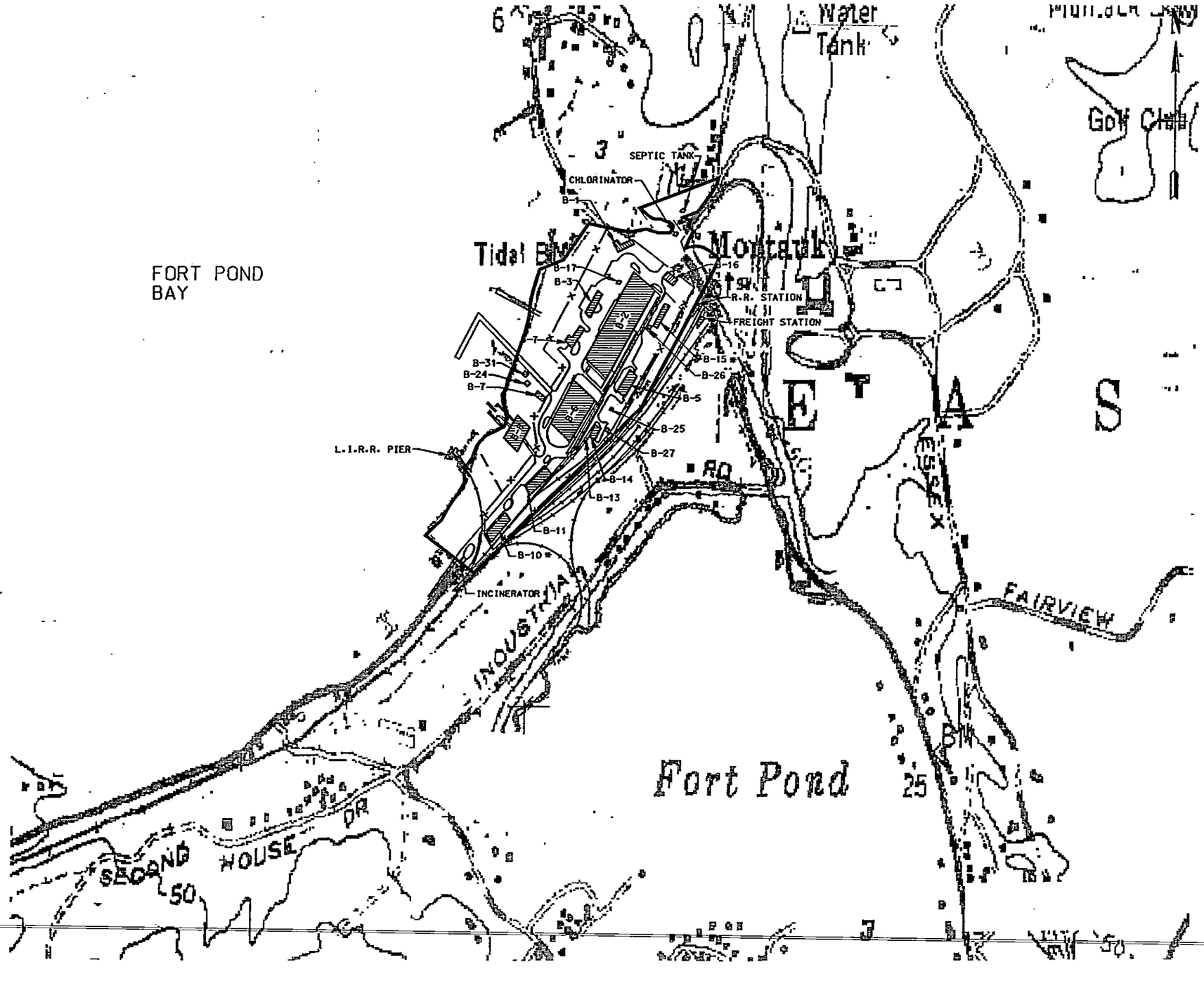
US Army Corps of Engineers

U.S.N. TORPEDO TESTING RANGE
MONTAUK, L.I., N.Y.

BOUNDARY DISCREPANCIES

Scale: AS SHOWN
Dates:
Drawing Code:
Sheet reference numbers:
Solicitation Number:
Sheet of

PLATE 2



BLDG.	SITE	USE
B-2	4C	TORPEDO OVERHAUL SHOP
B-3	4C	PUBLIC WORKS BUILDING
B-4	3C	FIREHOUSE & GARAGE
B-5	4D	POWER PLANT
B-6	3D	RECEIVING & SHIPPING BUILDING
B-7	3D	HARBOR MASTER'S BUILDING
B-8	2E	MAINTENANCE SHOP
B-10 *	2F	TORPEDO STOREHOUSE
B-11	3E	TORPEDO STOREHOUSE
B-13	4E	OILDRUM STORAGE RACKS
B-14	4E	LUMBER STOREHOUSE
B-15 *	5C	CONTRACTOR'S SHOP
B-16	5C	GUARD & GATE HOUSE
B-17	4C	EMERGENCY GENERATING STATION
B-24	2D	SALT WATER PUMP STATION
B-25	4D	PUMP HOUSE
B-26	5C	METER HOUSE
B-27	4E	SENTRY HOUSE
B-31	2D	SIGNAL TOWER

* TWO REMAINING BUILDINGS. SEE PHOTOS J-1, J-2

LEGEND:

- RAILROAD TRACKS
- SITE BOUNDARY
- FENCE
- BUILDINGS

NOTE:

SEE DOCUMENT L-1,L-2 (COMBINED BOUNDARY)

400 200 0 400 800FT
SCALE

Revisions			
Symbol	Description	Date	Approved

U.S. ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
ROCK ISLAND, ILLINOIS

Designed by: G.D.	US Army Corps of Engineers
Drawn by: R.W.F.	U.S.N. TORPEDO TESTING RANGE MONTAUK, L.I., N.Y.
Checked by: M.J.C.	FACILITIES LAYOUT
Reviewed by: D.J.H.	Scales AS SHOWN
Approved by:	Dates
	Drawing Code
	Sheet reference numbers
	Solicitation Numbers
	Sheet of

PLATE 3

LOCATION	SITE	REFERENCE
①	CAMP WICKOFF(1898)	SEE DOCUMENT H-4
②	NAVAL AIR STATION(1917-1920)	SEE DOCUMENT H-5
③	POSSIBLE ARTILLERY BATTERIES/ IMPACT AREA/DUMPSITE	SEE DOCUMENT H-6, I-4, I-14, I-15
④	PRACTICE BOMB/PRACTICE SEA MINE	SEE DOCUMENT H-9, H-10, I-28, I-11
⑤	POSSIBLE HE TORPEDO	SEE DOCUMENT I-28
⑥	CS GRENADES/SIMULATORS	SEE DOCUMENT I-28
⑦	HE TORPEDO NETTED	SEE DOCUMENT I-4

LEGEND:

- BOUNDARY, TORPEDO RANGE- DOCUMENT H-2
- RANGE, TORPEDO SURFACE LAUNCH- DOCUMENT F-2

APPROX. ACREAGE = 20,100.0

15,000 YDS

BLOCK ISLAND SOUND

BLOCK ISLAND

FT. TYLER RUINS

GARDNERS ISLAND

MONTAUK PT.

DITCH PLAINS

PROJECT SITE

ATLANTIC OCEAN

OFF THE COAST NEAR SHINNECOCK, L.I.

(OFF MAP)

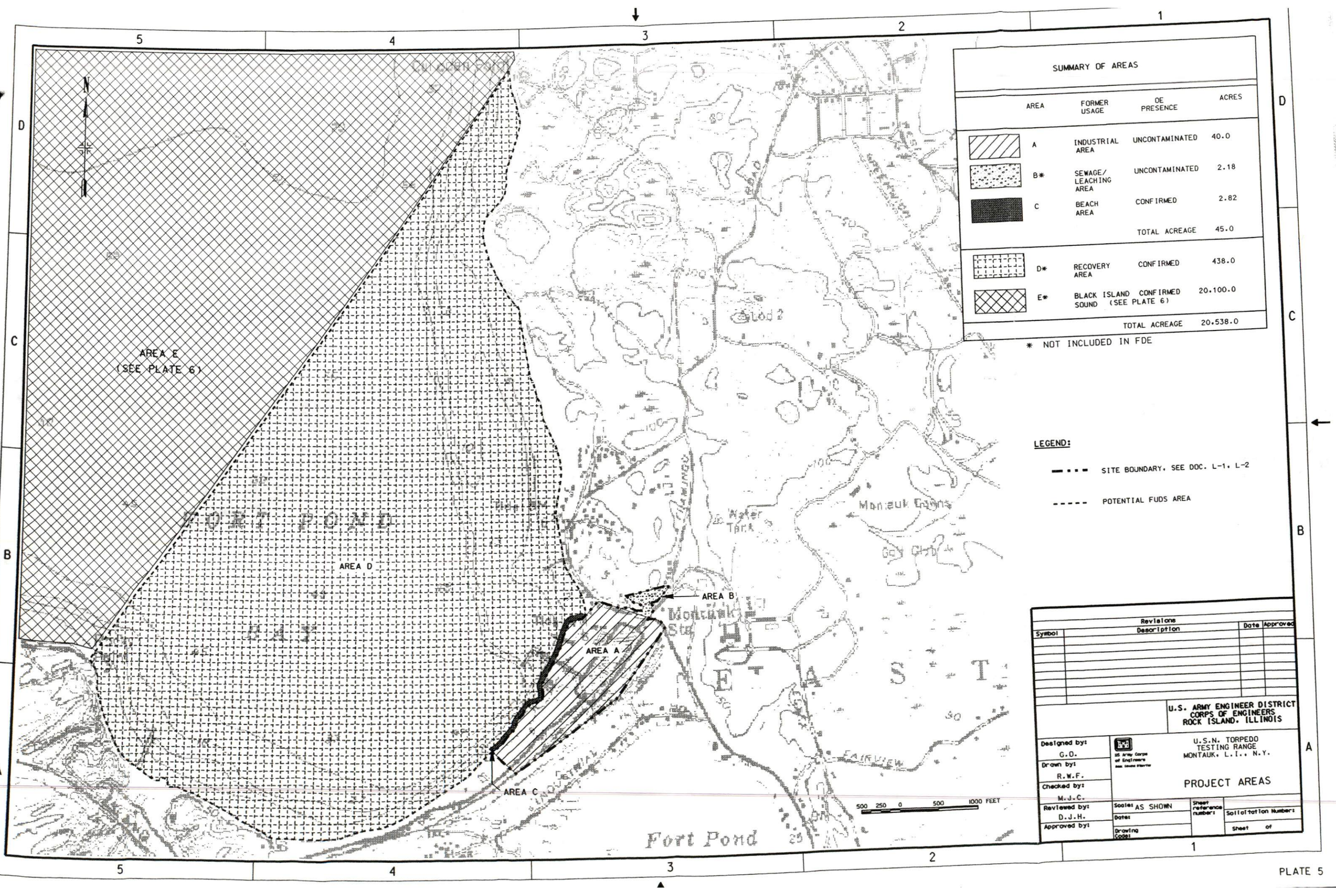
6000 3000 0 6000 12000FT
SCALE

Revisions			
Symbol	Description	Date	Approved

U.S. ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
ROCK ISLAND, ILLINOIS

Designed by: G.D.	U.S.N. TORPEDO TESTING RANGE MONTAUK, L.I., N.Y.
Drawn by: R.W.F.	RANGE/POTENTIAL FUDS
Checked by: M.J.C.	
Reviewed by: D.J.H.	Scales:
Approved by:	Dates:
	Drawing Codes:
	Sheet reference number:
	Solicitation Numbers:
	Sheet of

PLATE 1



SUMMARY OF AREAS

AREA		FORMER USAGE	DE PRESENCE	ACRES
	A	INDUSTRIAL AREA	UNCONTAMINATED	40.0
	B*	SEWAGE/ LEACHING AREA	UNCONTAMINATED	2.18
	C	BEACH AREA	CONFIRMED	2.82
			TOTAL ACREAGE	45.0
	D*	RECOVERY AREA	CONFIRMED	438.0
	E*	BLACK ISLAND SOUND	CONFIRMED (SEE PLATE 6)	20.100.0
			TOTAL ACREAGE	20.538.0

* NOT INCLUDED IN FDE

LEGEND:

- SITE BOUNDARY, SEE DOC. L-1, L-2
- POTENTIAL FUDS AREA

Revisions			
Symbol	Description	Date	Approved

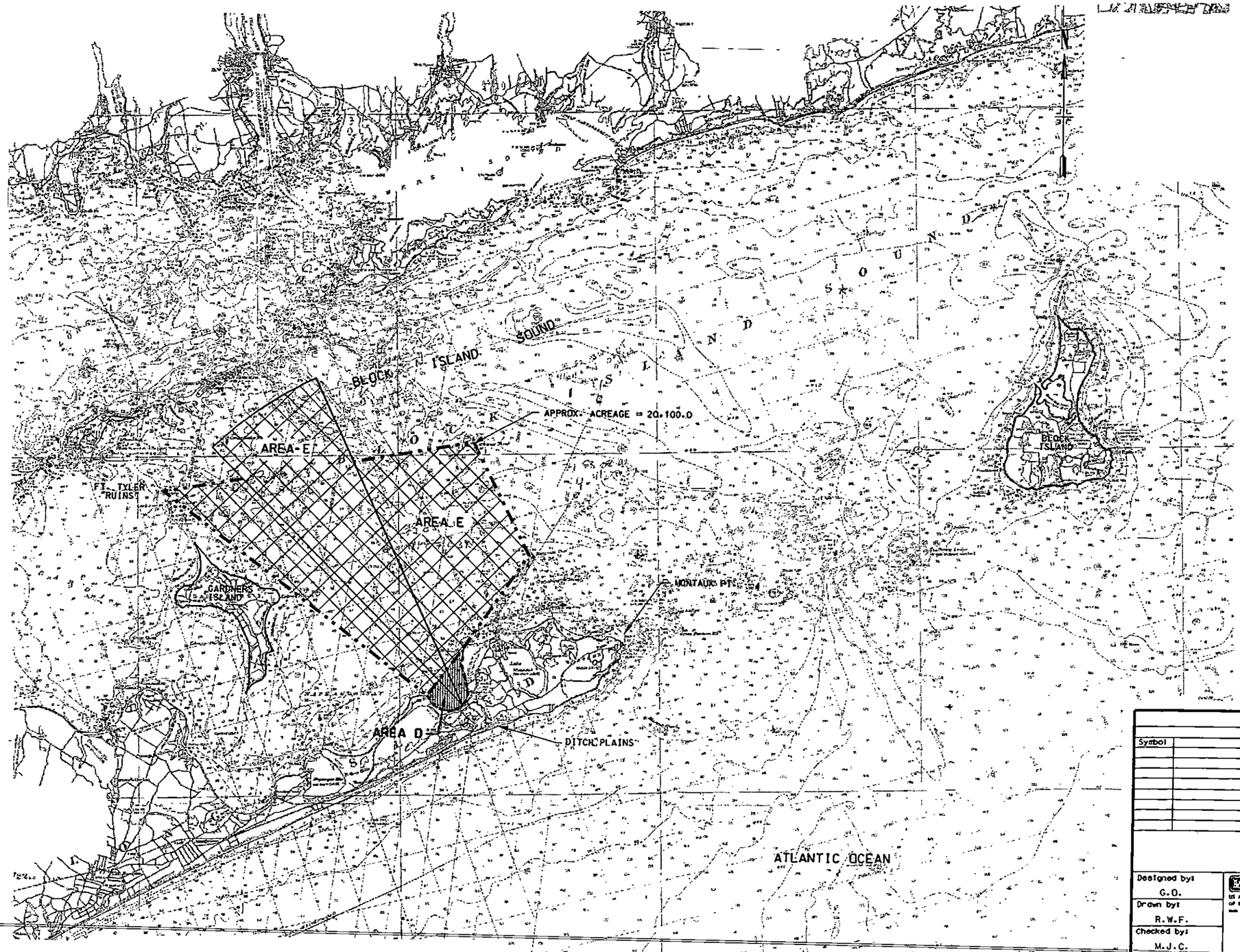
U.S. ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
ROCK ISLAND, ILLINOIS

U.S.N. TORPEDO TESTING RANGE
MONTAUK, L.I., N.Y.

PROJECT AREAS

Designed by:	G.O.
Drawn by:	R.W.F.
Checked by:	M.J.C.
Reviewed by:	D.J.H.
Approved by:	
Scale:	AS SHOWN
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Sheet	of

PLATE 5



LEGEND:

- APPROXIMATE BOUNDARY, TORPEDO RANGE- DOCUMENT H-2
- APPROXIMATE RANGE, TORPEDO SURFACE LAUNCH- DOCUMENT F-2
- AREA D
- AREA E

6000 3000 0 6000 12000FT
SCALE

Revisions			
Symbol	Description	Date	Approved

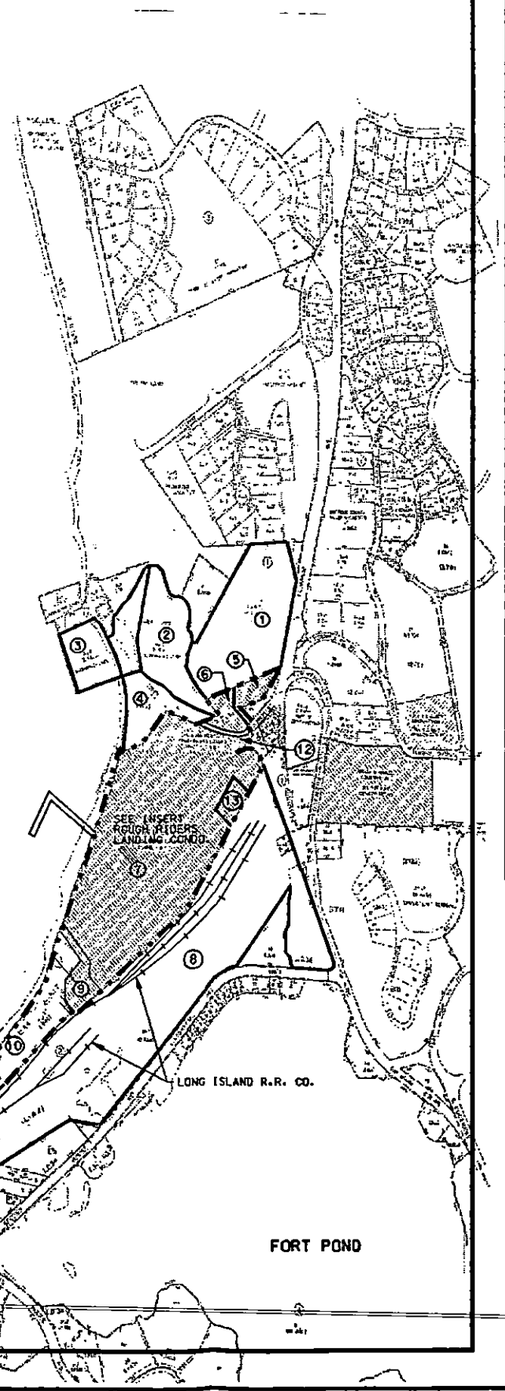
U.S. ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
ROCK ISLAND, ILLINOIS

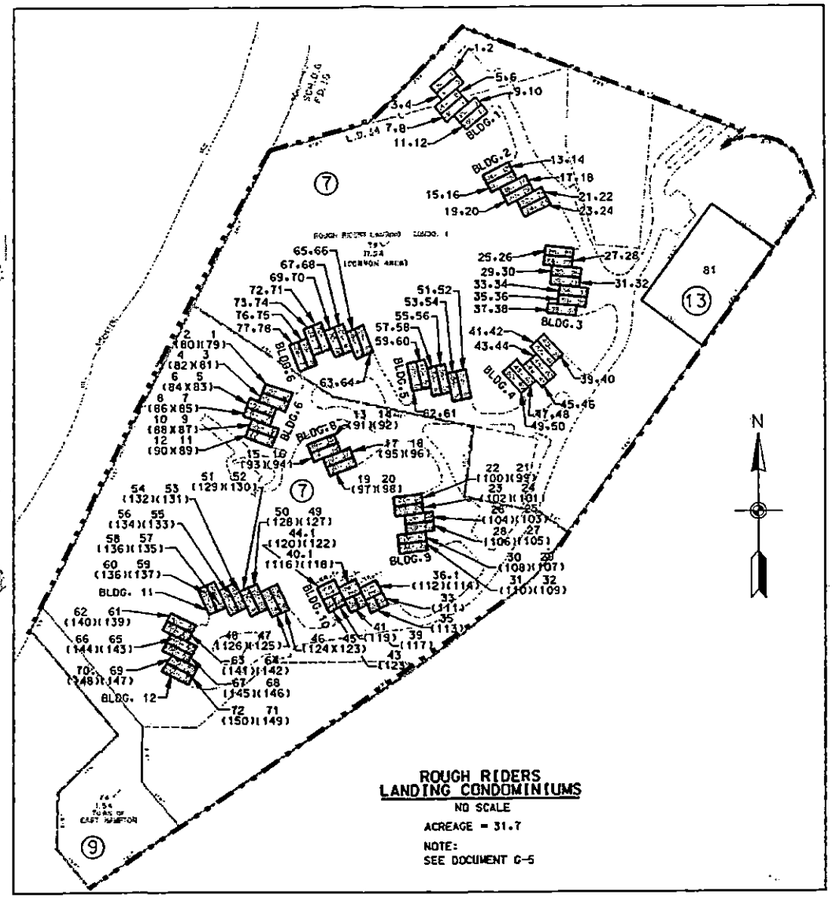
Designed by: G.O.	U.S. Army Corps of Engineers
Drawn by: R.W.F.	U.S.N. TORPEDO TESTING RANGE MONTAUK, L.I., N.Y.
Checked by: M.J.C.	PROJECT AREAS D & E
Reviewed by: D.J.H.	Scale:
Approved by:	Date:
	Drawing Code:
	Sheet reference number:
	Solicitation Number:
	Sheet of

dgn-95c1 [name redacted] 95c1.dgn

CONFIRMED SITE OWNERS				
SECTION		OWNER	ACREAGE	COMMENTS
⑤	#	ALFRED BARONE	1.0	SEE DOCUMENT G-5
⑥	#	ALLYSON DANIELS	1.3	SEE DOCUMENT G-5
⑦		ROUGH RIDERS LANDING CONDO.	31.7	SEE DOCUMENT G-5
⑨		MICHAEL STOPFORD	1.5	SEE DOCUMENT G-5
⑩		PORT ROYAL OWNERS CORP.	4.6	SEE DOCUMENT G-5
⑫	#	(SUFFOLK CO.)	.54	SEE DOCUMENT G-5
⑬	#	VILLAS AT MONTAUK ASSOCIATES	.92	SEE DOCUMENT G-5
TOTAL			41.56	

SURROUNDING SITE ACREAGE				
SECTION		OWNER	ACREAGE	COMMENTS
①	*	SEAVIEW ASSOCIATES	12.1	SEE DOCUMENT G-5
②	*	SEAVIEW ASSOCIATES	5.6	SEE DOCUMENT G-5
③		PERRY DURYEA JR.	3.3	SEE DOCUMENT G-5
④		NEFF/TANZMAN	3.7	SEE DOCUMENT G-5
⑧		LONG ISLAND RAILROAD	47.6	SEE DOCUMENT G-5
⑪		PHILGER REALTY CORP.	4.1	SEE DOCUMENT G-5
TOTAL			76.4	





* IN FORECLOSURE BY ANCHOR SAVINGS BANK. HEWLETT. N.Y.

\# NOT INCLUDED ON FDE. SEE DOC. E-2

LEGEND:

- EASEMENT (ROAD)
- RAILROAD TRACKS
- FDE ACREAGE (SEE DOC. E-2)
- SITE BOUNDARY

600 300 0 600 1200FT
SCALE

Revisions			
Symbol	Description	Date	Approved

U.S. ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
ROCK ISLAND, ILLINOIS

Designed by: G.O.
Drawn by: R.W.F.
Checked by: M.J.C.
Reviewed by: D.J.H.
Approved by:

US Army Corps of Engineers

U.S.N. TORPEDO TESTING RANGE
MONTAUK, L.I., N.Y.

LAND OWNERSHIP (1995)

Scales:
Dates:
Drawing Codes:
Sheet reference numbers:
Solicitation Numbers:
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FORT POND BAY

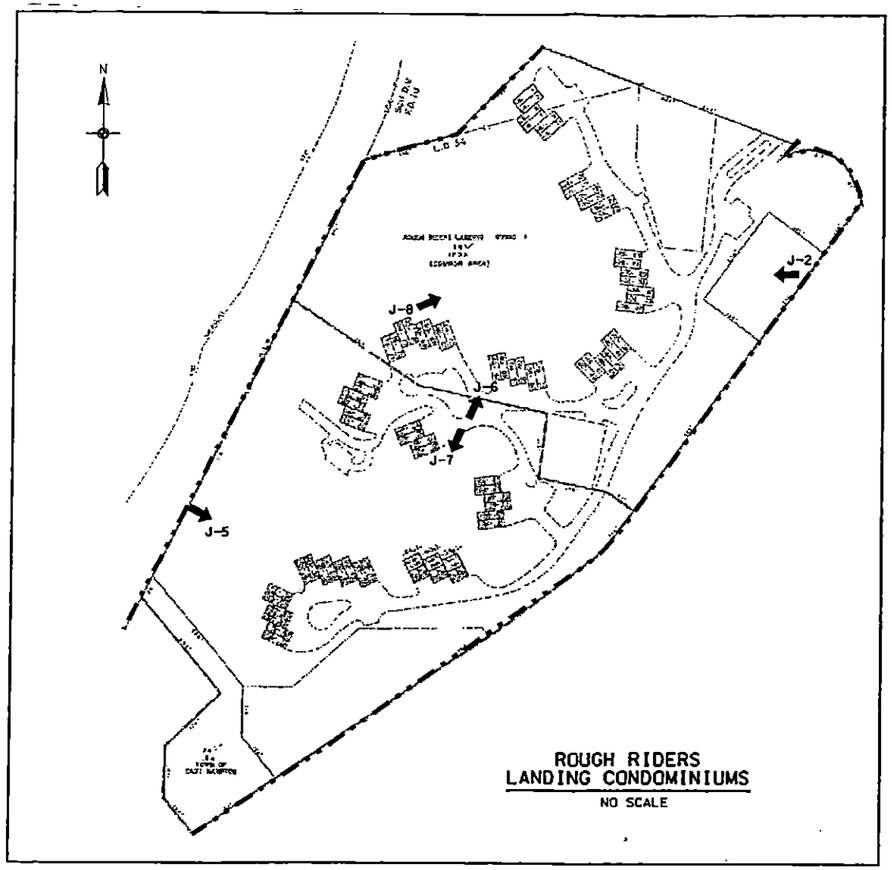
FORT POND

J-1 THRU J-21

SEE INSERT

J-1 J-2 J-3 J-4 J-5 J-6 J-7 J-8 J-9 J-10 J-11 J-12 J-13 J-14 J-15 J-16 J-22 J-23 J-24 J-25 J-26 J-27 J-28 J-29 J-30

N



ROUGH RIDERS
LANDING CONDOMINIUMS
NO SCALE

LEGEND:

- SITE BOUNDARY
- RAILROAD TRACKS
- FDE ACREAGE (SEE DOC. E-2)

300 150 0 300 600FT
SCALE

Revisions			
Symbol	Description	Date	Approved

U.S. ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
ROCK ISLAND, ILLINOIS

Designed by: G.O.
Drawn by: R.W.F.
Checked by: M.J.C.
Reviewed by: D.J.H.
Approved by:

US Army Corps of Engineers

U.S.N. TORPEDO (1943) TESTING RANGE
MONTAUK, L.I., N.Y.

PHOTO LOCATIONS

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Date:
Drawing Code:
Sheet reference number:
Solicitation Number:
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