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TRUST TERRITORY OF THE PACIFIC ISLANDS--ARCHIVES SURVEY FORM

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Individual governments:

Individual islands:

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THE PACIFIC ISLANDS--ARCHIVES SURVEY FORM

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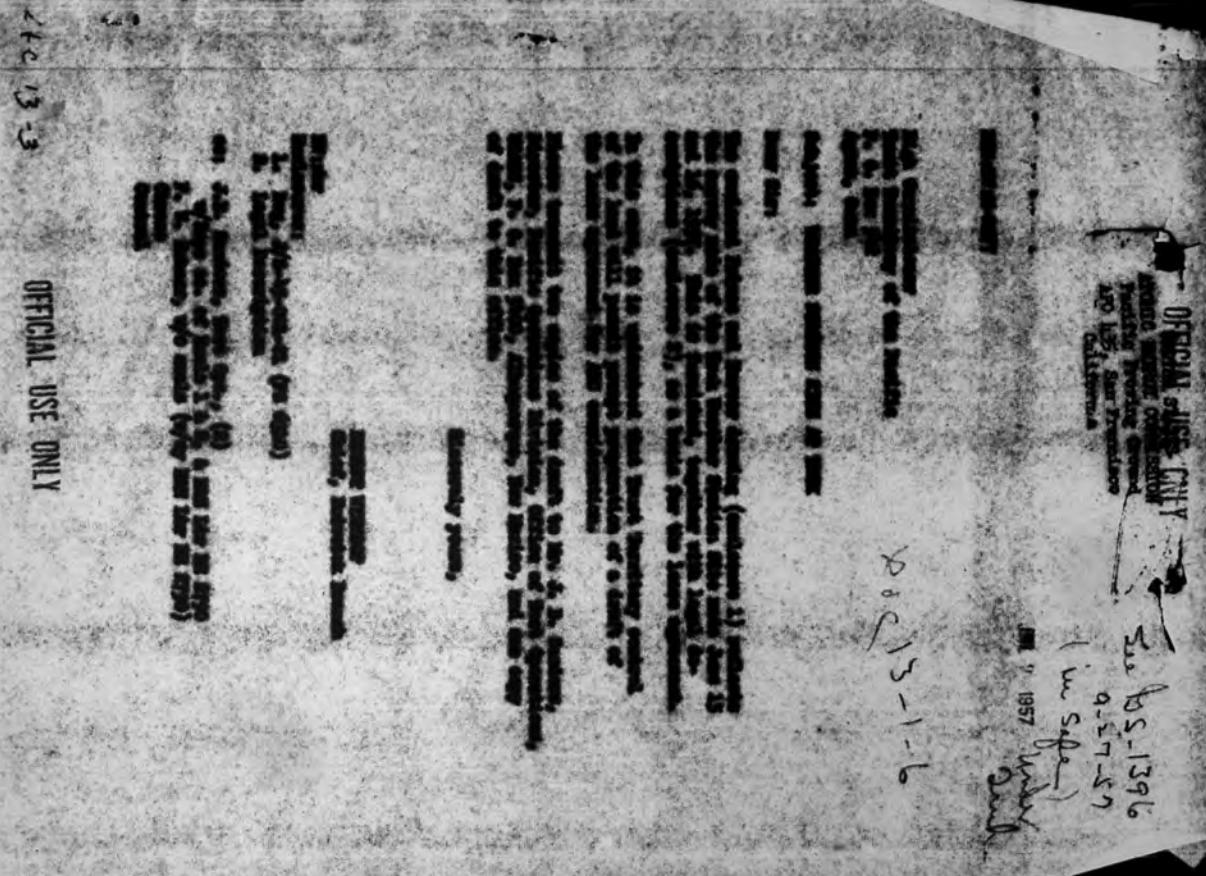
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UNIVERSITY OF CALIFORNIA
UNITED STATES
ATOMIC ENERGY COMMISSION
ENMETOK PROVING GROUND

A.P.O. 3008
SAN FRANCISCO, CALIFORNIA

OCT 12 1957

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filed: Wm. St. Ank
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Lan. Ch. Romer
in Safe

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UNIVERSITY OF CALIFORNIA
PROVING GROUND
ENMETOK
AP. 125 San Francisco
California

10-1957 Wm. St. Ank

D.C. 13-1-6

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WEATHER STATION SITE
Moen Island Truk Atoll

Legal Description.

Commencing at point M-600 the southeasterly corner.

Thence by a line .515.57 feet long bearing North 02 degrees 10 minutes 10 seconds East to point M-601.

Thence by a line 430.77 feet long bearing South 55 degrees 26 minutes 31 seconds West to point M-602.

Thence by a line 140.64 feet long bearing South 31 degrees 02 minutes 59 seconds East to point M-603.

Thence by a line 302.69 feet long bearing South 60 degrees 12 minutes 53 seconds East to the point of beginning.

The area within the above described boundaries is located on the northwestern part of Moen Island approximately 500 feet inland from the southwesterly end of the airstrip, and is located in its entirety on Government Retention Land.

The area within the above described boundaries is 2.281 acres, more or less.

A plot of the site prepared by Holmes and Narver, Incorporated for the Atomic Energy Commission is shown on a drawing FS 6310, Weather Station Site, Moen Island, Truk District. This drawing is considered to be incorporated in, and a part of, this lease agreement.



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Thence by a line 140.64 feet long bearing South 31 degrees 02 minutes 59 seconds East to point M-603.

Thence by a line 302.69 feet long bearing South 60 degrees 12 minutes 53 seconds East to the point of beginning.

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SEP 27 1967

RECORDED (4)
REC'D. REC'D.
Original Drawing
Revised Drawing
Revised Drawing
Original Drawing

RECORDING	RECORDED
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SIGNATURES

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LKE 1731
LKE 1731
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UNITED STATES
ATOMIC ENERGY COMMISSION
PACIFIC PROVINCIAL OFFICE
APO 439, SAN FRANCISCO
CALIFORNIA

JUL 9 1957

ETE:EW:M-2277

High Commissioner
Trust Territory of the Pacific
P. O. Box 542
Agana, Guam

Subject: WEATHER STATION SITE AT TRUK

Dear Sir:

The enclosed Holmes and Narver drawing (enclosure 1) reflects the survey made of the Truk Weather Station Site made June 15 and 16, 1957. This is furnished, together with legal descriptions (enclosure 2), as a basis for the lease agreement.

In this case, it is understood that Trust Territory control of the land will permit prompt preparation of a draft of the lease agreement for AEC consideration.

Please transmit two copies of the draft to Mr. J. B. Sanders, Director, Pacific Operations Division, Office of Test Operations, USABC, P. O. Box 5400, Albuquerque, New Mexico, and one copy of draft to this office.

Sincerely yours,

Ernest Winkop
ERNEST WINKOP
Chief, Enviator Branch

EW:rbr

Enclosures:

1. DWG, J/S-45-001-C1 (FS 6310)
2. Legal Description

cc: J.B. Sanders, Test Ops., (2)
w/Recs ea. of Encls 1 & 2, & HAN Ltr RE 2790
F. W. Hohner, w/o encls (w/cy HAN Ltr RE 2790)
Chrono
Central

No answer to be used

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OFFICIAL USE ONLY

UNITED STATES
ATOMIC ENERGY COMMISSION
PACIFIC PROVING GROUND
APO 438, SAN FRANCISCO
CALIFORNIA

ETE:EW:M-2277

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Emmett Winkop
EMMETT WINKOP
Chief, Eniwetok Branch

EW:rbr
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1. DWG, J/S-45-001-C1 (PG 6310)
2. Legal Description

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W/Cos ea. of Encls 1 & 2, & HAN Ltr RE 2790
F. W. Hohner, w/o encls (w/cy HAN Ltr RE 2790)
Chrono
Central

no antenna's to be used

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LEGAL DESCRIPTION

1. Commencing at a concrete monument $4\frac{1}{2}$ " square by 30" long whose top is 6" above natural ground and which has been integrated in the Trust Territory coordinate system and is presently known as Monument M-600 and whose coordinates have been determined by F. E. McGrail, Trust Territory Surveyor and Cartographic Engineer, to be North $14^{\circ}39'$ feet and West 2,610.52 feet.

Proceeding North 002 degrees, 10 minutes 10 seconds East, 20 feet off and parallel to an improved road, a distance of 515.57 feet to a concrete monument $4\frac{1}{2}$ inches square by 30 inches long whose top is 10 inches above natural ground and which has been designated as Monument M-601 by the aforementioned F. E. McGrail.

Thence South 055 degrees 26 minutes 31 seconds West a distance of 430.77 ft. to a concrete monument $4\frac{1}{2}$ inches square by 30 inches long whose top is 14 inches above natural ground and which has been designated as Monument M-602 by the aforementioned F. E. McGrail.

Thence South 031 degrees 02 minutes 59 seconds East, a distance of 110.64 feet to a concrete monument $4\frac{1}{2}$ inches square by 30 inches long whose top is 12 inches above natural ground and which has been designated as Monument M-603 by the aforementioned F. E. McGrail.

Thence South 060 degrees 12 minutes 53 seconds east, a distance of 302.69 feet, to the point of beginning.

The above described site is located at the northwesterly end of Moon Island, Truk Atoll, on Government Retention Land as shown on Map No. TM-2, Serial No. 9, Truk District, East Caroline Islands, Island of Moon, Airport Area.

The area within the above described boundaries is 2.281 acres, more or less.

(Note: A plot of the site prepared by Holmes and Marver, Inc., for the Atomic Energy Commission, is shown on drawing PG 6310 and 6311, Weather Station Site, Moon Island, Truk District. These drawings are considered to be incorporated in, and a part of, this lease agreement, including access to install such underground facilities outside of the area included by the boundaries as may be considered necessary.)

across government Retention Land to the Truk lagoon

square by 30" long whose
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ENCLOSURE / 2

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1. In view of the fact that the
2. Bureau has been unable to
3. secure any information concerning
4. the location of the missing
5. persons, it is requested that
6. you advise the Bureau if
7. any information concerning
8. the location of the missing
9. persons can be obtained from
10. any source.

Very truly yours in attach

27. No local
or state civil
or military
authorities
are to interfere
with the
internal
affairs
of the
Confederate
States
in any way
whatever.
28. No local
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will be limited to one

6. 20.
A. L.

TRUST TERRITORY OF THE PACIFIC ISLANDS
Office of the District Administrator

Truk District

In reply refer to

For U.S. Government Use Only

Serial: 1-0202

June 19, 1957

MEMORANDUM

To: Hickamspacis, Guam
From: District Administrator, Truk
Subject: Proposed Site of AEC Weather Facilities on
Truk

Mr. Charles F. Dunlap, engineer representative of Holmes and Narver Inc., on Eniwetok, passed through Truk yesterday on his return to Eniwetok following the conference by Mr. Ernest Wynkoop and himself with the Deputy High Commissioner.

Mr. Dunlap informs me that some 30 or 35 army and air force men will man their proposed Truk weather facilities, and that these men for the most part will be from 20 to 35 years of age. Officers may come week ends.

It is my belief that the site at South Beach for their facilities (including housing and messing) would be isolated from our headquarters area and their proximity to the housing of indigenous families and the native village of Man could lead to unpleasant disciplinary troubles between the American personnel and nearby numerous Trukese inhabitants.

I further believe that the site adjoining the airplane parking area adjacent to the landing strip is a much better location from our administration point of view in preventing possibly embarrassing personnel problems since there are only three native houses approximately one eighth to one quarter of a mile distant. All other Trukese houses are half a mile or further, and not on the road to our headquarters area.

RECEIVED

ROY T. GALLEMORE

TRUST TERRITORIES OF THE PACIFIC ISLANDS

Office of the Trustee Administrator

Truk District

In reply refer to:

For U.S. Government Use Only

Serial: I-0202

June 19, 1957

MEMORANDUM

To: Micronesia, Guam
From: District Administrator, Truk
Subject: Proposed Site of ABC Weather Facilities on Truk

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It is my belief that the site at South Beach for their facilities (including housing and messing) would be isolated from our headquarters area and their proximity to the housing of indigenous families and the native village of Moen could lead to unpleasant disciplinary troubles between the American personnel and nearby numerous Trukese inhabitants.

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RECEIVED

ROY T. GALLEMORE

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MAY 6 AM

HOLMES & HARVER, INC.
Engineers - Constructors

TO: R. W. Burrows, Resident Manager J.B.
FROM: C. F. Dunlap, Resident Engineer NE:

Report on Weather Station
Reconnaissance Trip to Truk Atoll
DATE: 2 May 1957



In coordination with a trip to Guam for a conference with the High Commissioner of the Trust Territories, a weather station reconnaissance trip was made to Moen Island, Truk Atoll, for the purpose of siting a future weather station at Truk.

The trip to Guam and the conference with the High Commissioner is recorded in a separate report dated 30 April 1957. On the trip to Guam and Truk, the writer was accompanied by Mr. E. A. Batts, ABC Administrative Officer. On 24 April 1957 we departed Guam at 0945 hours by C-47 aircraft and arrived Truk at 1315 hours. Upon arrival at Truk we conferred with Mr. Roy Gallemore, the District Administrator for the Trust Territories at Truk and also with Mr. Kuns, the Trust Territories Communications Officer, and Mr. Morris, the U. S. Weather Bureau representative.

Four possible weather station sites were inspected at Moen Island. These sites are shown on attached drawing FS 6294 and are described in the following paragraphs. Site No. 4 is proposed as the future weather station site and Sites No. 1, 2 and 3 are to be considered as alternate sites.

Site No. 1, as indicated on drawing FS 6295, is on government-owned land and is the site of an existing old Japanese seaplane ramp. This site is roughly triangular in shape and approximately 200' x 300' in size. The area occupied by this site is largely covered with a concrete mat approximately 6" thick and was apparently previously used for seaplane parking. This site is not recommended due to the difficulty of constructing the weather station within an area this small and due to the fact that pipe installations would require breaking through the concrete pad in many areas. This site also has the disadvantage of being approximately 3½ miles from the airstrip, and a portion of the road connecting this site with the airstrip is impassable except for Jeep traffic.

Site No. 2 is also considered an alternate site and this is due principally to the fact that this site also is approximately 3 miles from the airstrip and that the road connecting this site with the airstrip is impassable except for Jeep traffic. At this site also there is a seaplane ramp which could be utilized for off-loading material and equipment through the bow ramp of an LST. This site is adequate in size as is shown on drawing FS 6295. However, this site is covered by a concrete mat approximately 6" thick. A weather station installation at this site would involve either breaking pipe trenches through the concrete mat or raising approximately four of the structures to sufficient height to provide drain lines which would not be below the elevation of the concrete mat. This would necessarily create obstructions to movement of material, equipment and personnel during construction and operation periods. This site is on government-owned land.

Site No. 3 is at the northwest end of Moen Island and is on government-owned land, however this area does not have sufficient width for efficient layout and construction. Much of this area is on filled ground and the greater part of the area which is not on filled ground is in a location which would interfere with airfield runway traffic. For the above reasons, this site is not considered suitable for weather station construction. Site No. 3 is shown on drawing FS 6296.

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MAY 1 AM



HOLMES & NARVER, INC.
Engineers - Constructors

W. Barrows, Resident Manager J.S.

942

F. Dunlap, Resident Engineer RE:

Report on Weather Station
Reconnaissance trip to Truk Atoll

DATE: 2 May 1957

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sible weather station sites were inspected at Moen Island. These sites are attached drawing FS 6294 and are described in the following paragraphs. Site 4 is proposed as the future weather station site and Sites No. 1, 2 and 3 e considered as alternate sites.

1, as indicated on drawing FS 6295, is on government-owned land and is the an existing old Japanese seaplane ramp. This site is roughly triangular in d approximately 200' x 300' in size. The area occupied by this site is covered with a concrete mat approximately 6" thick and was apparently previously seaplane parking. This site is not recommended due to the difficulty of talling the weather station within an area this small and due to the fact that tallations would require breaking through the concrete pad in many areas. e also has the disadvantage of being approximately 3½ miles from the airstrip, portion of the road connecting this site with the airstrip is impassable except traffic.

2 is also considered an alternate site and this is due principally to the t this site also is approximately 3 miles from the airstrip and that the road ng this site with the airstrip is impassable except for Jeep traffic. At s also there is a seaplane ramp which could be utilized for off-loading and equipment through the bow ramp of an LST. This site is adequate in size on drawing FS 6295. However, this site is covered by a concrete mat ately 6" thick. A weather station installation at this site would involve reaking pipe trenches through the concrete mat or raising approximately four structures to sufficient height to provide drain lines which would not be e elevation of the concrete mat. This would necessarily create obstructions ent of material, equipment and personnel during construction and operation. This site is on government-owned land.

3 is at the northwest end of Moen Island and is on government-owned land, this area does not have sufficient width for efficient layout and construction. This area is on filled ground and the greater part of the area which is not on round is in a location which would interfere with airfield runway traffic. above reasons, this site is not considered suitable for weather station. Site No. 3 is shown on drawing FS 6296.

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TO: R. W. Barrows, Resident Manager RE: Report on Weather Station Recon-
naissance trip to Truk Atoll

DATE: 2 May 1957

Site No. 4 is proposed as the site best suited for the construction of this weather station. This site is in the shape of a triangle, the sides of which are approximately 450' x 500' x 550', as reflected in drawing FS 6296. The site is on level ground and at an elevation of approximately 6.5'. The land is government retention land, and is therefore available without further acquisition proceedings. This site is adjacent to the aircraft parking area and to the existing U. S. Weather Bureau buildings, and is outside of the clearance zone of the airstrip. The Trust Territories can provide sufficient coarse and fine aggregate for concrete and also have facilities for transit-mix concrete. 110/220 volt, three phase, 60 cycle current is available, although standby generators will be required for emergency purposes. Although time did not permit a detailed survey, we are advised that fresh water is available from an existing rain catchment system, however approximately 600' to 800' of 3" galvanized water line will be required for connection to the existing system. Sewerage facilities are not available, and it will be necessary to provide a sewerage outfall line which will be approximately 900' long and to the southwest of this site. During construction of this weather station, material, equipment and construction personnel can be brought in to the dock area shown on drawing FS 6294. An LST can be docked and off-loaded through its hatches at the existing dock and it is possible that an LST may be beached in the area immediately south of and adjacent to the dock. However, this item should be confirmed by a member of the Marine Department prior to construction. The road between the dock area and Site No. 4 is in good repair and adequate for transporting of all necessary equipment. Since communications are involved in this weather station, Mr. Kunz, the Chief Communicator of the Trust Territories, was consulted regarding the suitability of this site from a communications standpoint. Although there are two large hills in the immediate vicinity of this site, Mr. Kunz advised that in his opinion these hills did not unduly effect weather communications between Truk and the other weather stations. Mr. Morris, the U. S. Weather Bureau representative, was consulted regarding balloon release and other pertinent weather station operational problems, and he stated that in his opinion there was no objection to the site as selected. Facilities for housing and messing of the weather station construction forces are not available at Truk and, therefore, weather station construction personnel will have to be supported in this respect by LST unless a small construction camp facility is provided at this site. Due to the proximity of the airstrip, this weather station may be supported by air for personnel and small freight items. With the exception of the availability of concrete aggregate and transit-mix trucks, construction and cargo off-loading equipment is not available on Moen Island, and should be provided by Holmes & Narver.

We departed Truk at 0920 hours, 26 April 1957, and arrived Eniwetok 1500 hours.

CFD:rbr

Encl: FS 6294, FS 6295 & FS 6296.

cc: USAEC - 5 cy w/encl.
E. R. Berrien - 2 cy w/encl.
S. P. Howell - 1 cy w/encl.
H/O Chrono
H/O Central
J/S Chrono
J/S Central

J/S Estimating
J/S Engineering
J/S Engr. Reading File
J/S Job Folder #3657

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