

NTI-34/71
(M)
Serial 363

10 October 1955

From: Commanding Officer, U. S. Naval Ammunition Depot Earle
To: Chief, Bureau of Ordnance
Via: Commandant, Third Naval District

Subj: Naval Ammunition Depot Earle; Use of Depot property in connection with proposed Special AAA Facilities, New York Site No. 53

Ref: (a) Eleventh End of BuDecks on COPENGERS D/A New York ltr NAARO of 24 Feb 1955
(b) Fourth End of BuOrd on COPENGERS D/A New York ltr NAARO of 24 Feb 1955
(c) Ninth End of BuOrd on COPENGERS D/A New York ltr NAARO of 24 Feb 1955

Encl: (1) Map showing booster disposal area
(2) Drawing File No. 9604-742
(3) Drawing File No. 9604-743
(4) Drawing File No. 9604-746
(5) Drawing File No. 9604-770
(6) Drawing File No. 9604-772

1. In accordance with reference (a) and paragraph 5 of reference (b), this command has reviewed enclosures (1) through (6), the plans for subject facility to be built on Navy property at this Depot.

2. The construction features herein listed have been considered and are acceptable to this command. It is considered that subject construction will in no way interfere with the accomplishment of the mission of this Depot.

a. Telescoping bore-sighting mast.

b. Leaching fields.

c. Joint use of access roads, including relocation of Sentry Post #18. (This will have to be accomplished by some other means than presently indicated in Drawing File No. 9604-743 which requires that the contractor provide electric service from pole line across the railroad track. At the present location of the Sentry Post Guard House, electric service is supplied directly from utility company's line and is metered at that point.)

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d. Railroad crossing, with associated warning signals. 30-foot clearance from grade is required by BuDocks Specification No. 91F for power transmission over 600 volts. Clearance between the primary transmission line and the present Navy line must also be in accordance with the above specification.

All other construction involved is on property outside the confines of the Naval Ammunition Depot Earle.

4. As shown on enclosure (1), there exists a possibility that 2% to 3% of total booster impacts may fall within the confines of the Pier Area, but none of these approach either the barricades or quarters in that area. Normandy Road does run through the 32% zone, but as indicated in reference (c), it is considered that none of these possibilities constitute any serious risk.

5. Enclosures (1) through (6) are forwarded for further review.

(b)(6)

RR:frw