



**INVITATION FOR BID (IFB) No. IFB-PAG-CIP-021-003  
CONSTRUCTION REHABILITATION OF HOTEL WHARF AND HIGHWAY  
11 ROADWAY RECONSTRUCTION**

**ADDENDUM NO. 1**

**DATE: August 25, 2021**

**ALL PROPOSERS MUST ACKNOWLEDGE RECEIPT OF THIS ADDENDUM ON AREA PROVIDED BELOW AND RETURN COPY TO PAG PROCUREMENT OFFICE:**

**Fax: (671) 472-1439 or Email: [spmuna01@portofguam.com](mailto:spmuna01@portofguam.com) [pacastro@portofguam.com](mailto:pacastro@portofguam.com) and [pagprocurement@portofguam.com](mailto:pagprocurement@portofguam.com)**

**NOTICE TO OFFERORS:** The IFB Documents of the above referenced project are hereby amended to include the following:

- 1. Pre-Bid Conference Agenda (see attached)**
- 2. Minutes of the Pre-Bid Conference (see attached)**
- 3. Pre-Bid Conference and Site Visit Sign-In Sheet (see attached)**
- 4. Questions and Concerns (RFI's) and Responses to Six (6) Questions.**
- 5. MEC/UXO Reports**

**Important Note...**There are 23 additional Technical Questions being addressed by the Engineer of Record. The responses to these 23 questions are forthcoming in Addendum No.2 or Amendment No.2.

**\*\*\* END OF ADDENDUM NO. 1 \*\*\***

Issued by:

**RORY J. RESPICIO**  
General Manager

NAME OF PROPOSER:

AUTHORIZED SIGNATURE:

PRINT NAME:

DATE:

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## PRE-BID CONFERENCE AGENDA

Project No.: IFB-PAG-CIP-021-003

Construction Rehabilitation of H-Wharf and Highway 11 Roadway  
Reconstruction

Date: August 2, 2021

Time: 2:00 p.m.

Location: PAG Boardroom

### I. Introduction

- PAG Representatives
- Others

### II. Intent and Purpose

The Jose D. Leon Guerrero Commercial Port or Port Authority of Guam (PAG), hereinafter referred to as PAG, an autonomous agency is inviting firms to participate in the Invitation for Bid (IFB) No.: **IFB-PAG-CIP-021-003 Construction Rehabilitation of H-Wharf and Highway 11 Roadway Reconstruction, located on Port Authority of Guam Property in Cabras Island Piti, Guam.**

### III. Description:

This Bid is to Construct and Rehabilitate Hotel Wharf (H-Wharf) and Highway 11 Roadway. It is to modernize the Port's H-Wharf facility and enhance and expand the Port's capability to handle passenger vessels and military cargo vessels. This project is funded by Port Bonds and the TIGER Discretionary Grant. This is a Buy American Act project. All materials must meet the Buy American Act requirements, and must be pre-approved by the Port or its authorized representative prior to purchase by the contractor. Contractor must also comply with the other federal grant requirements.

All construction and design shall meet IBC 2009 while systems meeting the standard compliance of organizations for the National Electrical Code (NEC), National Electric Manufacturers Association (NEMA), American National Standards Institute (ANSI), American Society for Testing & Materials (ASTM), Underwriter Laboratories (UL), & Occupational Safety & Health Association (OSHA).

Contractors are encouraged to attend a mandatory site visit for this project on a scheduled date set by the Port Authority of Guam.

### IV. IFB Process and Requirements:

- **Questions & Concerns (Q&C) Deadline:** Monday, August 16, 2021, NO LATER THAN 4 P.M. Address to: General Manager, Rory J. Respicio, [rjrespicio@portofguam.com](mailto:rjrespicio@portofguam.com) and a copy email to Steven P. Muna Contract Management Administrator, Procurement and Supply Division [spmuna01@portofguam.com](mailto:spmuna01@portofguam.com).
- **Bid Submittal:** Wednesday, September 8, 2021, before or up until 2:00 P.M. Chamorro Standard Time (Guam Time), 1<sup>st</sup> floor Procurement Office located in the PAG Admin. Bldg.
- **Bid Opening:** Wednesday, September 8, 2021, at 2:05 P.M. Chamorro Standard Time (Guam Time) immediately following Bid submittal in the Port Authority of Guam, Board of Directors Conference Room.
- Required copies: 1 original, 2 copies and 1 CD or USB containing electronic file copy in PDF format.
- Required Forms for Submittal
  - Special Reminders to Prospective Bidders
  - Competency of Bidders Requirement (refer to Section II.13, Volume 1)
  - Bid Form and Bid Schedule

- Bid Bond
  - Affidavit Disclosing Ownership and Commissions
  - Affidavit Re Non-Collusion
  - Affidavit Re Gratuities and Kickbacks
  - Affidavit Re Ethical Standards
  - Declaration Re Compliance with U.S. DOL Wage Determination
  - Affidavit Re Contingent Fees
  - Conflict of Interest (COI) Guidelines and Disclosure Form
  - Byrd Anti-Lobby Amendment Forms
  - Subcontractor Utilization Form (if applicable)
  - Other Requirements (Contractor's License)
- Notice to Proceed will be issued by PAG Engineering Division in coordination with the Port's Construction Management Services Consultant (GHD).
- Due to the technical aspects of the scope of work and today's site visit, all questions, concerns or clarifications must be in submitted in writing and addressed to the Port General Manager, Mr. Rory J. Respicio.
- **REMINDER:**
- Nothing stated at the Pre-Bid Meeting shall change the IFB unless a change is made by written Amendment (§3109(g) (4)), which will only be sent to bidders who have officially registered with PAG.
- **RESTRICTIONS:**
- Volume 1, General Information & Instructions to Bidders, Section III. COMPLIANCE WITH LAWS AND MANDATORY FORMS FOR SUBMITTAL, Item 10. Restriction Against Contractors Employing Convicted Sex Offenders from Working at Government of Guam Venue. (Subsection 5253 of Title 5 Guam Code Annotated), found on Page 9.
- Minutes of the pre-bid conference will be prepared and sent to all registered bidder along with copies of the pre-bid conference Agenda, the sign it sheets for the pre-bid conference and the site visit. It will be sent via an Addendum and we request that all potential bidder sign and acknowledge receipt of the Addendum and return via email to the email addresses provided.

**V. Site Visit – Rules, Safety Regulations, Media Policies and Procedures.**

- **Proper and Valid Identification:** Monday, August 2, 2021 at 3:00 p.m.
- TWIC or Valid ID (Passport, Driver's License, etc.)
- **PPE requirements:**
- Hard hat, closed-toe shoes and safety vest
  - Rain gear (dependent on weather)
  - Writing materials
  - Cameras, Tablets, Cell Phones

**VI. MEETING ADJOURNED.**

**Time:** \_\_\_\_\_

**Procurement Staff Initial:** \_\_\_\_\_



**PRE-BID MEETING MINUTES**  
**IFB-PAG-CIP-021-003**  
**Construction Rehabilitation of Hotel Wharf and Highway 11**  
**Roadway Reconstruction**

**DATE: August 2, 2021    START TIME: 2:00PM    LOCATION: PAG BOARD ROOM**

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**Attendees:**        See attached Sign-In Sheet  
**Officiated by:**    Steven P. Muna, Contract Management Administrator

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The Pre-Bid Conference began at 2:05PM.; providing time allowance for any late attendees.

The meeting began with introductions. The attendees were advised to refer to the agenda that was distributed. The intent of the IFB with reference to Federal Grant Requirements (TIGER Discretionary Grant), Buy American Act, IBC 2009, NEC, NEMA, ANSI, OSHA and how to obtain VOLUME 5 - Specifications, Plans, Drawings and Reports in the IFB and the purpose of the meeting was expressed, and Bidders were reminded of the following:

- **Deadline to Submit Bids: Wednesday, September 8, 2021, before or up to 2:00pm Chamorro Standard Time (Guam Time) at Port Procurement Office 1<sup>st</sup> floor PAG Administration Building.** Bid(s) to be submitted or received after 2:00 p.m. Guam Time will NOT be considered and returned unopened.
- **Required copies:** 1 original, 2 copies and 1 CD or USB containing electronic file copy in PDF format.
- **Deadline to submit all questions, concerns & clarifications: Monday, August 16, 2021, NO LATER THAN 4 p.m.** and must be in writing, addressed to the attention of PAG General Manager Rory J. Respicio via facsimile @ 671-472-1439, or submitted at the Port Procurement Office, located at the 1<sup>st</sup> floor of the Administration Bldg., or emailed to General Manager, Rory J. Respicio at [rjrespicio@portofguam.com](mailto:rjrespicio@portofguam.com) and Steven P. Muna [spmuna01@portofguam.com](mailto:spmuna01@portofguam.com).
- Written questions are strongly encouraged so the Port can provide proper responses in a form of an Amendment to the Invitation for Bid (IFB) and will be a part of the IFB and shall be distributed to all registered Bidders/Vendors.
- The importance of the Special Reminders Document and Required Forms was discussed with emphasis that failure to provide these documents at time of submittal can result in non-conformance (compliance).
- **Contractors are highly encouraged to attend the mandatory site visit for this project on Monday, August 2, 2021 immediately after pre-bid conference (approx. 3:00pm).** Personal Protection Equipment (PPE) as well as the Ports Policy and Procedures were explained in detail to potential attendees.

Bidders/Vendors are reminded that PAG encourage all to register their contact information to ensure receiving any notices regarding any changes or updates to the IFB, and PAG shall not be liable for failure to provide notice to any party who did not register their contact information.

The meeting ended with reminders that all questions or concerns must be submitted in writing to the General Manager, Rory J. Respicio at [rjrespicio@portofguam.com](mailto:rjrespicio@portofguam.com)

Pre-Bid Meeting adjourned at 2:26 PM.

Prepared by: Steven P. Muna

Attachment: Agenda and Sign-In Sheet for Pre-Bid Conference/Site Visit

**IFB-PAG-CIP 021-003 Construction Rehabilitation for H-Wharf and Highway 11 Roadway Reconstruction**  
**Sign-In sheet for Pre-Bid Conference (2:00pm) and Site Visit (3:00pm) Monday, August 2, 2021 in the Board Conference Room**

NO.	Name	Company	Email	Contact No.	Pre-Bid	Site Visit
1	Christine Clavenna	PAG	cxcavenna@portofquezon.com	X312	✓	
2	Nancy Heumon	GHD	Nancy.heumon@ghd.com	727-6802L		✓
3	BRYAN J. RIDLEY	GHD	bryan.ridley@ghd.com	797-3336	X	✓
4	Graeme Ridley	SBG	graeme.ridley@smithbridge.net	888 6178	✓	✓
5	LEO RUBIN	BME & SONS	lgrubin@bmesons.com	489-1999	✓	✓
6	ROGELIO TIPAY	BME & SONS	rtipayjr@bmesons.com	632-3338	✓	✓
7	ALON ELAMPARO	CORE TECH INTL.	alon.elamparo@coretechintl.com	773-5000	✓	✓
8	GOTA M/ANAL	TRIDON CORP.	gmiyanagi@tridoncorp.com	646-0864	✓	✓
9	Dean Bates	Black Construction	dean@blackconstruction.com	777-2155	✓	✓
10	MARQUE CONDE	PAC/ENGG.	escand@portofquezon.com	477-9921 X430	✓	
12	Jared Perez	PAC/Planning	jnperez@portofquezon.com	477-9931	✓	✓
13	Remur Guherera	PAE/Engg	loguherera@portofquezon.com	X430	✓	
14	Cris Wise	Healy Tibbitts Building	chwise@healytibbon.com	685-6021	✓	✓
15	JIM REED	WSP	J.REED@WSP.COM	443-8640	✓	✓
16	Dora Perez	PAG	doperez@portofquezon.com	X212	✓	✓
17	Annie Lita Sablan	PAE	alsablan@portofquezon.com	X367	✓	

**IFB-PAG-CIP 021-003 Construction Rehabilitation for H-Wharf and Highway 11 Roadway Reconstruction**  
**Sign-in sheet for Pre-Bid Conference (2:00pm) and Site Visit (3:00pm) Monday, August 2, 2021 in the Board Conference Room**

No.	Name	Company	Email	Contact	Pre-Bid	Site-Visit
18	MASOUD TEIMOURY	PALC	mtimoury@palc.com	EXT 430	✓	✓
19	THELON HOLLOWAY	HDC	tholloway@hdc.com	747-7618	✓	✓
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**Port Authority of Guam**  
**Procurement and Supply Division**  
Jose D. Leon Guerrero Commercial Port  
1026 Cabras Highway, Suite 201  
Piti, Guam 96925

**IFB-PAG-CIP 021-003**  
**Construction Rehabilitation of Hotel Wharf and Highway 11 Roadway  
Reconstruction**

**Questions and Responses**  
August 25, 2021

- Q1. From Smith Bridge - RFP Closing Date - May we request for a bid extension to accommodate the vendor quotes coming from off-island?**
- R1. Please see Amendment No.1 - IFB submittal date changed to Monday, September 13, 2021 at 2:00pm Chamorro Standard Time (Guam Time).**
- Q2. From Sumitomo Mitsui Construction Company - According to the invitation for bid, a mandatory pre-bid conference and site visit was to be held last August 2, 2021 and that All bidders must attend. It is unfortunate that we were unable to attend the scheduled pre-bid and site visit. We would like to request if the mandatory attendance to the pre-bid conference and site visit can be waived and that Contractors that were unable to attend can still participate and submit a bid proposal.**
- R2. YES. In order to promote competition in the procurement process.**
- Q3. From Smith Bridge – Section 02110 “Site Clearing and Grubbing” Guam Shipyard currently have equipment staged at the project site, will this equipment be completely cleared by others prior to the contractor’s commencement of the project work?**
- R3. Yes.**
- Q4. From Smith Bridge – Section 01540 “Site Security” Please confirm an TWIC card/security clearance requirement for the project personnel?**
- R4. TWIC is not required however, MARSEC briefing may be mandated, for all to understand the Maritime Security Threat Levels.**
- Q5. From Smith Bridge – MEC/UXO Please confirm any Munitions of Explosive concerns/Unexploded Ordinance treatment requirements and/or related specification for the project?**

R5. **Please see attached MEC/UXO reports**

Q6. **From DN Tanks - - I also noted in the tank specification 13205, paragraph 2.02-A-1- a there is a statement that says a geotechnical report is available to prospective Tank Contractors upon request. Can I please request the geotechnical report as noted?**

R6. **DN TANKS LOCAL REPRESENTATIVE Picked up a CD in the Procurement Office on AUGUST 10, 2021.**

**Important Note...**There are approximately 23 additional Technical Question being addressed by the Engineer of Record. The responses for these remaining 23 questions are forthcoming in Addendum No. 2 or Amendment No.2.





**PORT OF GUAM**  
ATURIDAT / PUETTON GUAHAN  
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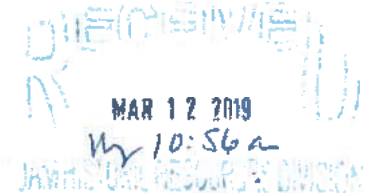


Lourdes A. Leon Guerrero  
Governor of Guam  
Joshua F. Tenorio  
Lieutenant Governor

March 11, 2019

**COPY**

Ms. Lynda Bordallo Aguon  
Guam (State) Historic Presentation Officer  
Guam Historic Resources Division  
Department of Parks and Recreation  
490 Chalan Palasyo  
Agana Heights, Guam 96910



**Subject:** Draft Underwater Archaeology Survey Plan and Research Design

**Reference:** Section 106 Concurrence for the Port Authority of Guam  
Hotel Wharf and Access Road Maintenance and Repair Project  
Cabras Island, Guam [GHRD RC 2018-0733]

Dear Ms. Aguon:

As you are well aware, the Port Authority of Guam (PAG) has proposed a project to rehabilitate Hotel Wharf and about 1.6 km (1 mile) of an existing access road, located on the Glass Breakwater, Cabras Island, Apra Harbor, Guam. The wharf repair will consist of removing and replacing the existing cap, installing new tie rods and anchoring, driving new sheet piles approximately 1.9 to 2.9 m (6.25 to 9.75 feet) outside of the existing structure, backfilling the new sheet pile, and capping. The project is collaboratively funded by the U.S. Maritime Administration (MARAD) through the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program and by the PAG's 2018 Port Revenue Bonds. The undertaking has been assigned reference number RC2018-0733 by Guam Historic Resources Division (GHRD), Guam Department of Parks and Recreation.

In response to the Port's August 13, 2018 request for Section 106 review letter, your office issued a letter on September 13, 2018 concurring with the determination of "No Adverse Effect" provided that the PAG contract a qualified underwater archaeologist to conduct a survey of Hotel Wharf's "Area of Potential Effect" (APE) and that the survey include the identification of submerged historic properties and determine their significance and eligibility to the National Register of Historic Places (NRHP).

Attached for your review and approval is a full-color, bound hard copy of the PAG's mitigation plan titled "*Draft Underwater Archaeology Survey Plan and Research Design for the Hotel Wharf and Access Road Maintenance and Repair Project, Cabras Island, Apra Harbor, Guam*". It was prepared by Dr. William (Bill) Jeffery, Maritime Archaeologist and Assistant Professor,

Subject: Draft Underwater Archaeology Survey Plan and  
Research Design for Hotel Wharf  
March 11, 2019  
Page 2 of 2

Anthropology, University of Guam. Dr. Jeffery has been contracted to perform an underwater archaeological survey of Hotel Wharf's APE to determine if there are significant and eligible historic properties present.

In addition, because there is a potential risk of Unexploded Ordinance (UXO) within the project APE, the PAG also contracted Unitek Environmental Guam, Inc. (UEG) to accompany Dr. Jeffery's survey team. Since Dr. Jeffery is the only maritime archaeologist available on Guam to perform this survey, we were initially challenged in coordinating both their respective schedules to complete this task. However, close collaboration between all parties has resulted in a scheduled date of March 15 – 17, 2019 to perform the underwater archaeological and UXO surveys.

We humbly request for an expedited review of the enclosed Underwater Archaeology Survey Plan and Research Design so that we may meet the impending schedules of the survey and UXO teams. As always, we appreciate your help and guidance, thank you in advance for your review.

Should you have any questions or comments, please contact Joe Javellana, Chief Planner at ext. 389 or [jjavellana@portguam.com](mailto:jjavellana@portguam.com)

Respectfully,

  
RORY J. RESPICIO  
General Manager

Attachment

cc: Jose U. Garrido, GHRD  
Linda Cruz, WSP  
Claudine Camacho, DCA  
TIGER Grant File

**DRAFT**  
**UNDERWATER ARCHAEOLOGY SURVEY PLAN**  
**AND RESEARCH DESIGN**  
**FOR THE HOTEL WHARF AND ACCESS ROAD**  
**MAINTENANCE AND REPAIR PROJECT**  
**CABRAS ISLAND, APRA HARBOR, GUAM**

Guam Historic Resources Division Ref. No. RC2018-0733

**Prepared by**

**William F. Jeffery, Ph.D.**

**Maritime Archaeologist and Assistant Professor, Anthropology**

**University of Guam**

**Prepared for**



**Port of Guam**

***Aturidat i Puetton Guahan***

**Jose D. Leon Guerrero Commercial Port**  
**1026 Cabras Highway, Suite 201**  
**Piti, Guam 96925**

**Revised March 8, 2019**

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## LIST OF EXHIBITS

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EXHIBIT A. Munitions & Explosives of Concern (MEC) Anomaly Avoidance Plan, Hotel Wharf Project, Hotel Wharf, Apra Harbor, Guam (Prepared by Unitek Environmental Guam, Inc.)

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## Introduction

The Port Authority of Guam (PAG) is proposing a project to rehabilitate Hotel Wharf and about 1.6 km (1 mile) of an existing access road, located on the Glass Breakwater, Cabras Island, Apra Harbor, Guam (Figure 1). The wharf repair will consist of removing and replacing the existing cap, installing new tie rods and anchoring, driving new sheet piles approximately 1.9 to 2.97 m (6.25 to 9.75 feet) outside of the existing structure, backfilling the new sheet pile, and capping. The project is funded through the U.S. Maritime Administration (MARAD) through the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program. The undertaking has been assigned reference number RC2018-0733 by Guam Historic Resources Division (GHRD), Guam Department of Parks and Recreation.

In an August 13, 2018 letter to the Guam (State) Historic Preservation Officer (SHPO), and pursuant to Section 106 of the National Historic Preservation Act (NHPA), MARAD and PAG requested review of the proposed project and concurrence with a determination of "No Adverse Effect". The SHPO issued a letter on September 13, 2018 concurring with the determination, provided that PAG contract a qualified underwater archaeologist to conduct a survey of Hotel Wharf's "Area of Potential Effect" (APE). The SHPO requested that the survey include the identification of submerged historic properties and determine their significance and eligibility to the National Register of Historic Places.

Dr. William (Bill) Jeffery, Maritime Archaeologist and Assistant Professor, Anthropology, University of Guam, has been contracted to perform an underwater archaeology survey of Hotel Wharf's APE, and to report on its findings.

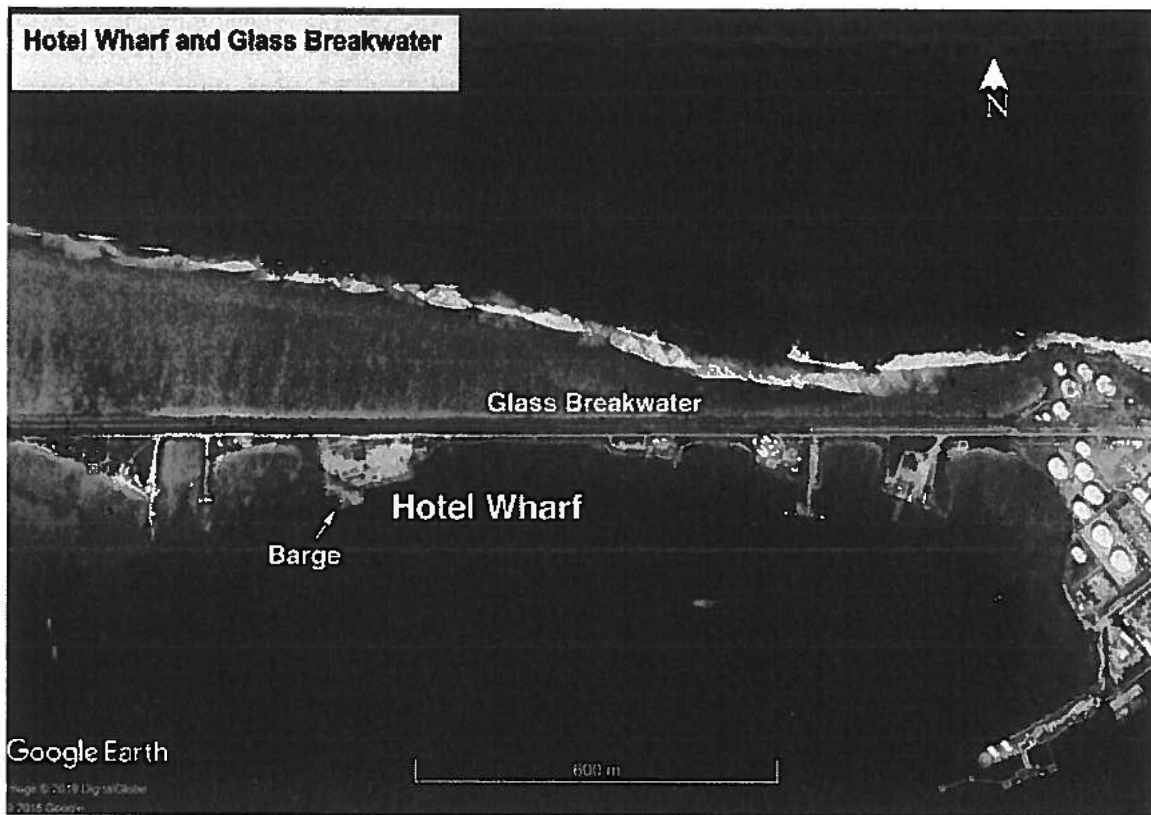


Figure 1. Hotel Wharf, the Glass Breakwater and the barge laying adjacent to the wharf.

### Historical Background

Guam is located 13 degrees north of the equator in the western Pacific Ocean, 2520 kilometres (km) south of Tokyo, and 2,560 km east of Manila. It is an island of 51 km x 9 km, 540 square km and is the southern-most island of the 15 Mariana Islands (Figure 2). The northern half of the island is a limestone plateau that rises to about 180 m, whereas the southern half is of hilly volcanic terrain of up to 400 m in elevation and where the soil is vulnerable to the regular heavy rains.

Guam was first settled about 4,000-3,500 years ago by people from Islands in South East Asia, most likely eastern Indonesia. The genetic data also suggests a second migration to Gaum took place about 1,000 years ago, again from eastern Indonesia when the *latte* and rice was introduced to the Mariana Islands (Hunter-Anderson 2013; Vilar et al. 2013:21). CHamoru people had, and maintain a deep respect for the spirits of their ancestors, the *taotaomo'na*. 'As far as their fishing skills and devices are concerned, it would take a very long story to tell about them; there are no better seamen or divers have ever known to exist' (Driver 1993: 14).

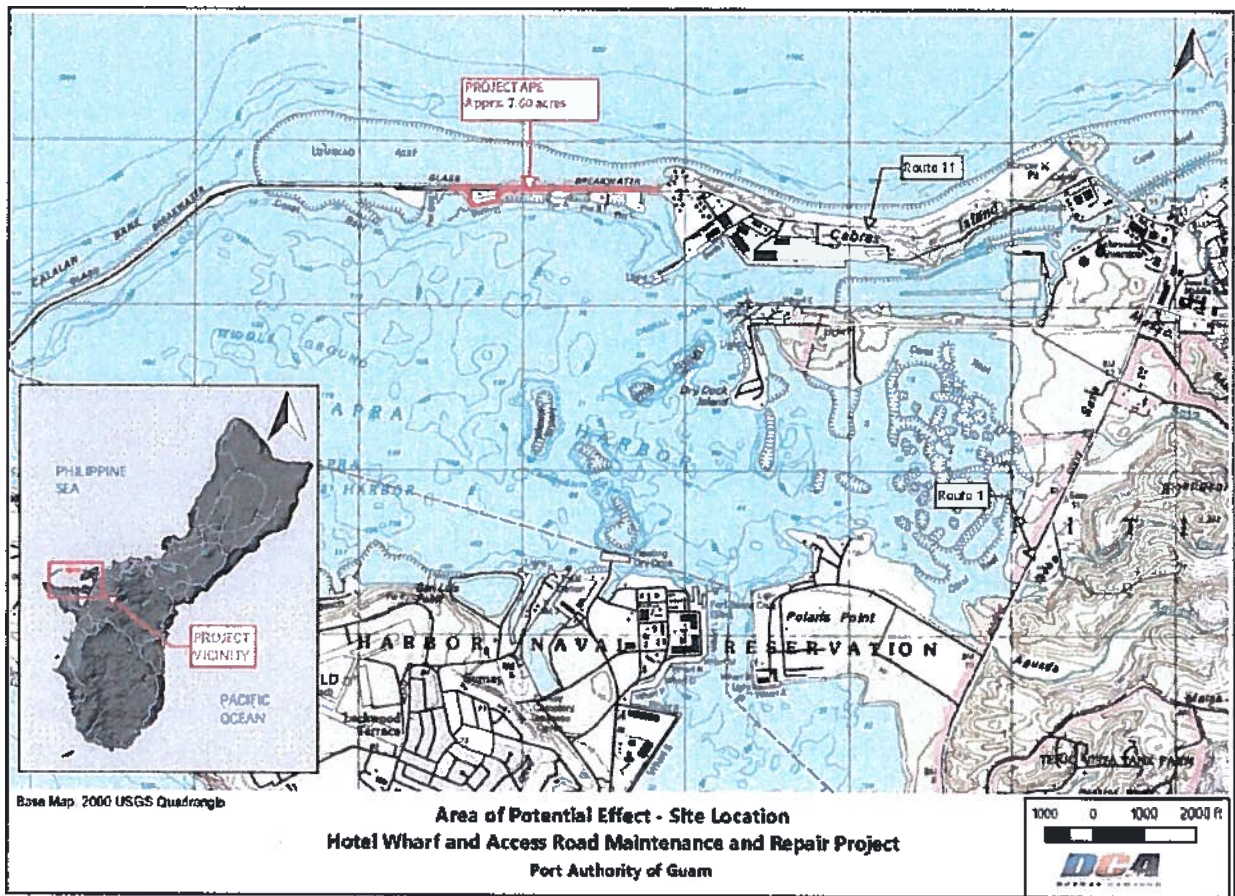


Figure 2. Site location and vicinity map of the Hotel Wharf and access road maintenance and repair project.

'At the age of four or five, they teach their sons to go out to sea in little boats...by the age of fourteen, they have become so skilled in using them, that the sons know as much as their fathers' (Driver 1993:15). Their sailing canoes were highly regarded by the first foreigners to visit Guam, 'The English master mariner William Dampier, who observed flying proas on Guam in 1686, wrote "I do believe they sail the best of any boats in the world"' (Rogers 2011: 30). Today the canoe features prominently on Guam's flag.

Spain, through Magellan reached Guam on the 6<sup>th</sup> of March 1521. The Spanish motives for the exploration of the Pacific were to gain access to the riches of China and the South East Asia. After sailing around South America and across the Pacific, Ferdinand Magellan's first encounter with CHamoru people was an ominous sign of things to come, resulting in some misunderstandings about property rights and they took one of his skiffs (a small boat). Magellan reportedly retaliated the next day, burning about 50 thatched huts and a number of sailing canoes, and killing seven CHamoru, including women. He named the island group *Islas de los Ladrones* (Island of Thieves). Guam became a Spanish colony in 1668 at the same time Father Diego Luis de San Vitores established a Jesuit mission on Guam.

Since the mid 17<sup>th</sup> century, Guam and Micronesia has been a stage where foreign powers (Spain, Germany, USA and Japan) through their migration, repressive colonialization and wars, come close to exterminating indigenous people living there for about 4,000 years. In the 19<sup>th</sup> century the CHamoru population was about 1,000. Currently, Guam is an unincorporated territory of the USA.

In 1898, most Guam residents lived in the capital of Hagåtña or in small villages in the south, with farm-lands outside of the capital. Rice was one of the staple crops, having been introduced in the *latte* period. Copra for coconut oil was also grown and sold as an export to Japan through World War I. Changes during the early years of the US Navy occupation included varying land tax increases beginning in 1903, which were formerly one percent. Increases depended on the type of land and property location. This was challenging for locals who were 'land rich but cash poor.' As a result of delinquent taxes, the naval government was able to increase its land acquisition (Rogers 2011: 121).

#### Apra Harbor

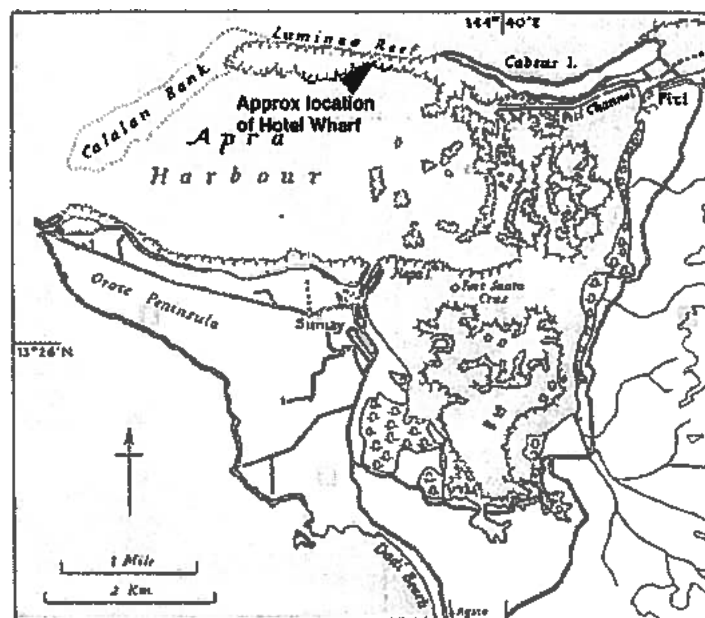
Moore and Hunter Anderson (2005:14) reported that although archaeological evidence related to prehistoric times can be found on the Apra Harbor shoreline of Orote Peninsula, evidence of the human use of Cabras Island is lacking, although it was probably visited by fishers and foragers, in addition to Luminao Reef and Calalan Bank. In the early 1700s two Spanish forts



were built in Apra Harbor on the Orote side. There is some conjecture as whether a small Spanish battery was placed on Cabras Island in about 1817; it was reportedly removed before the Americans arrived, and there is a lack of historical documentation on its description and location (Moore & Hunter Anderson 2005: 14).

Given the construction of the Spanish forts in Apra Harbor, it was recognized early as Guam's best anchorage for the larger Spanish and foreign ships. A harbor master and crew were established on the shoreline northeast of Cabras Island in the mid-1800s, and a breakwater for Apra Harbor was discussed during the Spanish period, but was never acted upon (Moore & Hunter Anderson 2005: 16).

During the first American period, the US Navy recognizing the value of Guam began requesting funds to fortify its position in 1904. Contingency war plans were drafted shortly thereafter identifying Japan as a potential threat. In 1921, a seaplane base was established at Sumay, which had developed into a successful commercial village located along the Apra Harbor where Chamoru people primarily farmed and fished. The seaplane base, where a hangar and dock were built, increased the military presence on the island and buildup of the area (Hammer 1947). This included a one-mile section of a breakwater from Cabras Island onto Luminao Reef, which would have included that section now occupied by Hotel Wharf.



**Figure 3. Approximate location of Hotel Wharf on Luminao Reef (Royal Navy Intelligence Map 1944).**

A number of vessels from the 19<sup>th</sup> century through to World War I and World War II are known to have sunk in Apra Harbor (Figure 4, Table 1). Jeffery and Moran (2007) implemented a desktop investigation supplemented with oral histories of all underwater cultural heritage sites in Guam and they compiled a database of 118 sites. Apra Harbor was found to contain 44 of the 118 sites (Jeffery and Moran 2007: 9). No sites were found to be within the project area of the Hotel Wharf rehabilitation. There are five ships/shipwrecks on the US National Register of Historic Places, being *Aratama Maru*, the Japanese midget submarine (Apra Naval Base), the *Agat Amtrac*, and *SMS Cormoran* and *Tokai Maru*, with the last two located in Apra Harbor to the south of Hotel Wharf.

Following World War II, a massive rebuilding program began for Guam, with much of it being implemented by the US Seabees (BYD 1947: 343-358):

*Development of waterfront facilities in Apra Harbor was a task of highest priority. Two phases of waterfront construction involved the breakwater along Calalan Bank and the development of the inner harbor. Limestone, quarried on Cabras Island, was used to construct the breakwater, 3,260 feet long and 32 feet wide. The entire protective arm, which was built along the north of Apra Harbor, from the main island through Cabras Island to the outer tip of the breakwater on Calalan Bank, measured 17,000 lineal feet [3.2 miles] by August 1945.*

Following the rebuilding program much of the construction and war material was dumped in and around Guam, including in Apra Harbor. The Seabee Junkyard in Apra Harbor is one of the most extensive and shows evidence of the removal and dumping of parts and scrap material from the island, a practice that was authorized by the U.S. military (Dessez 1946; Hermle 1946). The Department of Agriculture has documentation of dumping in Apra Harbor well into the 1960s (Tibbatts 2014 pers. comm.).

Hotel Wharf was built sometime prior to 1955, when it is shown on a map of Apra Harbor (Moore & Hunter Anderson 2005: 20). During the Vietnam War, Hotel Wharf served as the US Navy's ammunition wharf, but this activity was moved to Orote Peninsula sometime after 1967-68 (Moore & Hunter Anderson 2005: 20). Hotel Wharf then became a facility for commercial tourist and fishing vessels as well as visiting cruise ships.

### Previous Archaeology in the Vicinity of the Project Area

While archaeological surveys have been carried out on Cabras Island, they recorded only one concrete ruins of the historic quarantine station built in 1914; and in the lower Piti Channel where no significant cultural resources were recorded although historic glass bottles were collected, no archaeological surveys have been carried in the immediate vicinity of the project area, either on land or underwater.

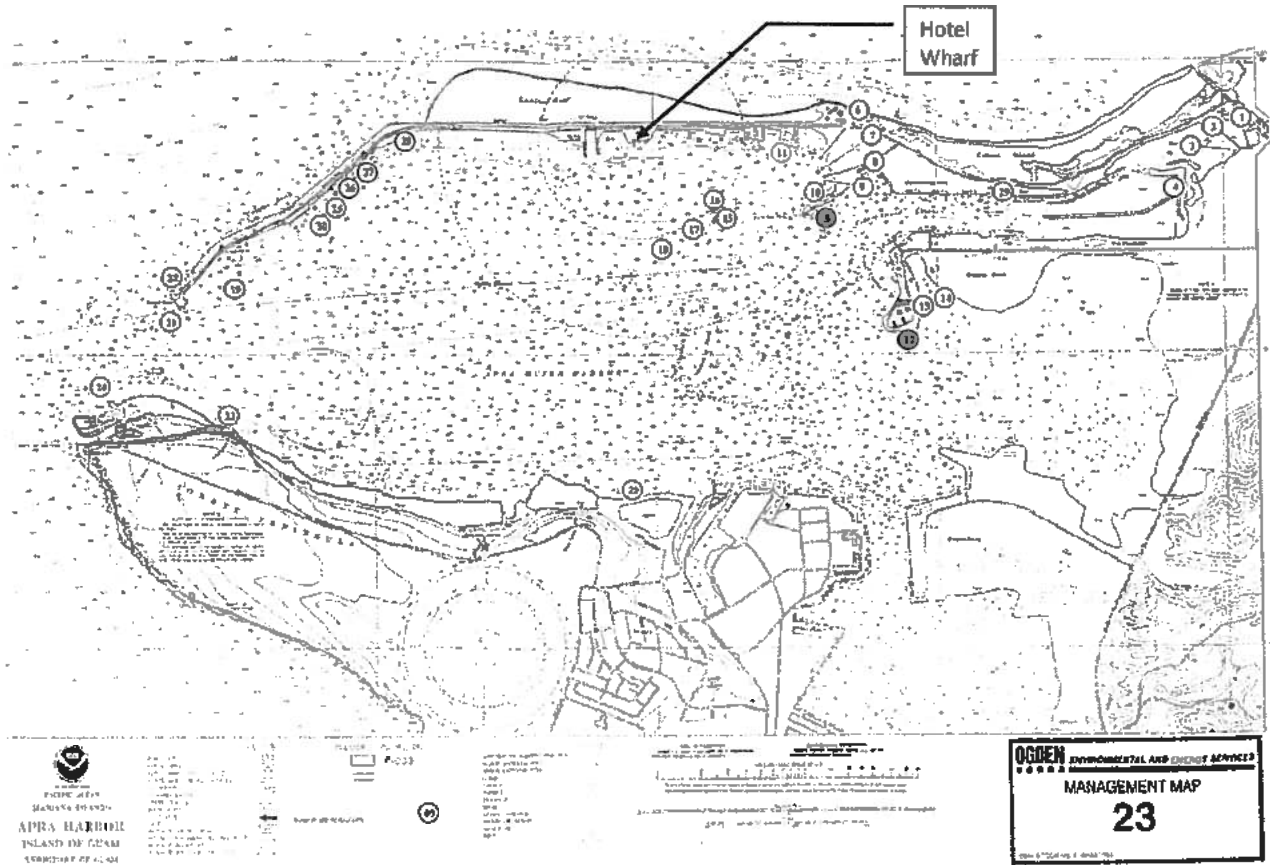


Figure 4. Reported submerged resources in Apra Harbor (Lauter-Reinman 1998).

Table 1. Reported Submerged Resources at Apra Harbor

NUMBER	LOCATION	VESSEL	NATION	NAME
1	Piti Back Bay	Work boat	Japan	Unknown
2	Piti Back Bay	Work boat	Japan	Unknown
3	Piti Back Bay	Fish boat	Japan	Unknown
4	Piti Back Bay	Utility L. Craft	Japan	LCU
5	GORCO Pier	Merchant ship	Japan	Nichiyu Maru
6	Marianas Yacht Club	Yacht	U.S.A.	Whisper
7	Marianas Yacht Club	Yacht		
8	Marianas Yacht Club	Yacht	U.S.A.	Explorer
9	Marianas Yacht Club	Fishing boat	U.S.A.	
10	Marianas Yacht Club	Yacht	U.S.A.	Ondine
11	Seaplane Ramp	Tug		
12	Dry Dock Island	Tug	U.S.A.	YTM-419
13	Dry Dock Island	Barge	U.S.A.	
14	East of Dry Dock Island	Barge		
15	Buoy #1	Cruiser	Germany	SMS Cormoran
16	Buoy #1	Naval Aux.	Japan	Tokai Maru
17	SW Buoy #1	Naval tug	Japan	
18	SW Buoy #1	Merchant ship	Japan	Kitsugawa Maru
19	Stn. BRWTR	LCU	Japan	
20	ABJ Lagoon	Barge		
21	Harbor Mouth	Pass. ship	United Kingdom	Caribia
22	1000' Nth Harbor Mouth	Pass. ship	United Kingdom	RMS Scotia
23	East San Sters Reef	Barge		
24	North of Orote	LCU		
25	ABJ	Sth.		
26	Breakwater	Barge	Japan	
27	Breakwater	Barge		
28	Northeast of #25, 26, 27	Barge	Japan	
29	Piti Channel Entrance	Barge	U.S.A.	
30	Breakwater	Aircraft	Japan	Aichi D3A2 Dive Bomber

Notes: 1. Refer to Figure 4 for location of numbered submerged resources in Apra Harbor.

2. Taken and adapted from Lauter-Reinman, 1998.

## Research Design

The project is to be guided by a Research Design. Research questions include:

- How was Hotel Wharf used?
- Is the archaeological material laying on the seabed consistent with and supportive of the uses of the wharf outlined in the literature? What are these uses?
- Are the historic properties of significance pursuant to the National Historic Preservation Act?

Through detailed surveying of the seabed (within 2.97 m from the edge of the wharf), and the recording, documentation and analysis of the surface historic properties, these questions will be investigated and reported on.

It is proposed to conduct an underwater archaeology survey of the Hotel Wharf APE, with field work starting approximately March 15. Dr. Jeffery will be the Principal Investigator, who will lead a team from the University of Guam archaeology program. The survey will include the identification of submerged historic properties (artefacts and features) and determine their significance and eligibility to the National Register of Historic Places.

Due to the potential of finding Unexploded Ordnance (UXO) in the APE, a UXO survey will also be implemented in coordination with the underwater archaeology survey. The UXO survey will be performed by a UXO Technician II, who will monitor the site ahead of the archaeological survey team. If any UXO items are located, these will be marked and avoided. A *Munitions and Explosives of Concern (MEC) Anomaly Avoidance Plan* is enclosed (Attachment A).

An End-of-Fieldwork Letter Report of the Underwater Archaeology Survey findings will be produced. Draft and Final Technical Reports will be compiled in compliance with the *Department of Parks and Recreation Basic Reporting Requirements for Archaeological Survey*, dated July 24, 2018.

## Underwater Archaeology Survey Plan

### Survey area

The survey area is the APE and consists of an approximately 3 m (10 ft) wide underwater strip of the seabed running for the total length of wharf (east, south and west faces), being about 213 m (700 ft). The depth of water varies to a maximum depth of 11 m (36 ft).

### Survey plan

Before diving, a risk assessment will be implemented to identify hazards, evaluate risk and decide on control measures. The diving will be based from boats (to be supplied by the PAG), or another appropriate source. The Guam Shipyard barge that is berthed along the south face of Hotel Wharf will be relocated away from the wharf prior to the survey.

The survey plan will involve a number of scuba divers to implement the following process:

1. Using teams of two divers, conduct baseline-offset measurements of marked seabed artefacts and features either side of 30-metre baselines placed parallel to and running the full length of the wharf. Each artefact and feature (submerged historic properties) will be photographed and described.
2. A total of eight 30-metre baseline sections have been identified, A-B; B-C; C-D; D-E; E-F; F-G; G-H; H-I as being required to cover the whole wharf (See Figure 2).
3. The process would commence by choosing an underwater starting point (1.5 metres out from the wharf face) at one end of the wharf and hammering in a steel rod, marked 'A'. The team would tie off the '0' end of a 30-metre (98.43 feet) tape and run it out parallel to the wharf. At the 30-metre mark, another steel rod, labelled 'B' would be hammered into the seabed and the tape tied off. 'B' would also be 1.5 metres out from the wharf face.
4. The next 30-metre baseline would commence and B, run out to C; and so on until the last baseline of H-I.
5. Each dive team will mark seabed artefacts and features (submerged historic properties) from the wharf face out to 3.00m (perpendicular from the wharf face) and to record baseline and offset measurements of the wharf and all the marked artefacts and features, to enable a site plan to be developed. No digging to expose sub-surface artefacts and features will be conducted.
6. Probing would be implemented every one-metre along the baseline (to a maximum depth of one-metre), if possible, to record any subsurface artefacts and features. If obstructions prohibit probing, this will also be recorded.
7. A UXO diver will conduct a visual examination for any UXO in the APE as well as a metal detector investigation of the ends of the baselines, before the steel rods are hammered into the seabed, and along the baseline before any probing is conducted. They will mark any likely UXO anomalies, which will be avoided by the survey team.
8. The process will be repeated until the whole wharf APE is covered. Two, possibly three dives per day will be implemented, subject to a number of factors, such as diver safety, weather, timing and work progress, and the boat availability.
9. GPS coordinates will be recorded of the beginning and end of the baselines.
10. No artefacts will be recovered during the survey.
11. Given that small boats will be used as diving platforms, the underwater surveys will be postponed if there is a small craft advisory warning.

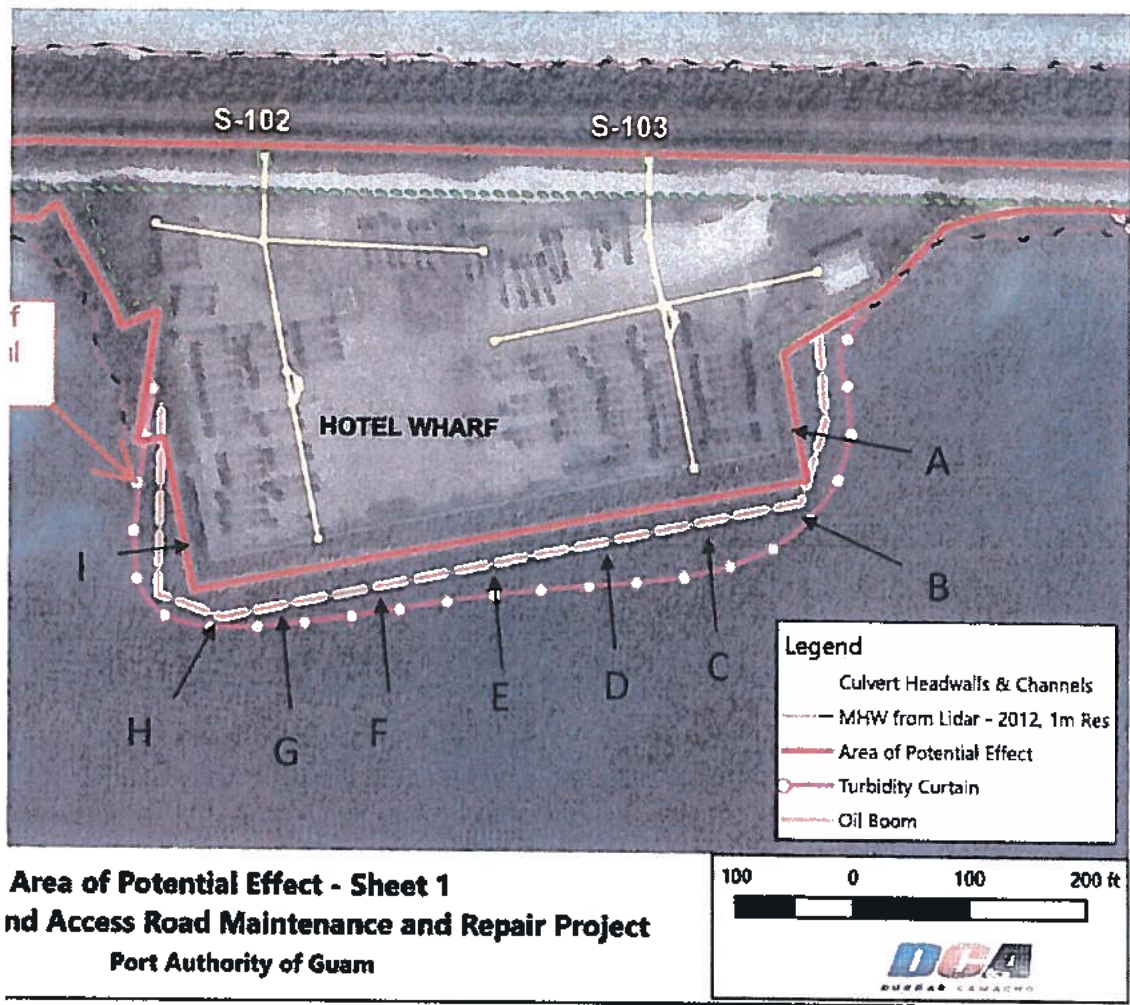


Figure 5. Hotel Wharf showing location of the beginning and end of the survey baselines.

### Documentation

The recorded measurements will be used to develop a site plan of the APE, from the wharf face out perpendicular to 3 metres, showing the wharf face, recorded artefacts and features, and any UXO anomalies. A database of artefacts and features (submerged historic properties) will be compiled, and they will be assessed to determine their significance and eligibility to the National Register of Historic Places. Photographic documentation will be provided, including: the general nature of the seabed, the type of artefacts and the features encountered and recorded, and those potentially of significance. The report will include these outcomes.

## Underwater Archaeology Survey Team

All scuba divers will be suitably qualified and trained to implement the underwater archaeology survey.

## Timing

Subject to weather and the availability of the PAG dive support boats, and approval from GHRD of this Research Design, the underwater archaeology survey work will commence on March 15<sup>th</sup> and continue until March 17<sup>th</sup> 2019. Depending on the quantity of artefacts and features to be recorded, inclement weather and other delays, further days may be required to complete the survey.

## End-of-Fieldwork Letter Report

An end-of-fieldwork letter will be compiled providing an interim report of the survey process, what was recorded, significance assessment of the artefacts and features (submerged historic properties) pursuant to their eligibility to the National Register of Historic Places, and recommendations will be compiled within two weeks of the completion of the underwater archaeology survey.

## Draft and Final Technical Reports

A Draft Report in compliance with the Department of Parks and Recreation *Basic Reporting Requirements for Archaeological Survey*, dated July 24, 2018, will be compiled and submitted to GHRD by August 5<sup>th</sup>, 2019. The Final Report will be submitted to GHRD within four (4) weeks following receipt of written review comments from GHRD on the Draft Report.

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Letter to Ms. Lynda Bordallo Aguon State Historic Preservation Officer from Rory J. Respicio, General Manager, PAG, dated January 17, 2019.

Letter to Rory J. Respicio, General Manager, PAG from Lynda Bordallo Aguon, State Historic Preservation Officer, dated February 13, 2019.

#### Personal Communications

Tibbatts, Brent, Department of Agriculture, Guam. 2014.

EXHIBIT A

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**MUNITIONS & EXPLOSIVES OF CONCERN (MEC)  
ANOMALY AVOIDANCE PLAN**

**HOTEL WHARF PROJECT  
HOTEL WHARF, APRA HARBOR GUAM**

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**Prepared by:**

***UEG***

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**February 25, 2019**

**Revision 1**



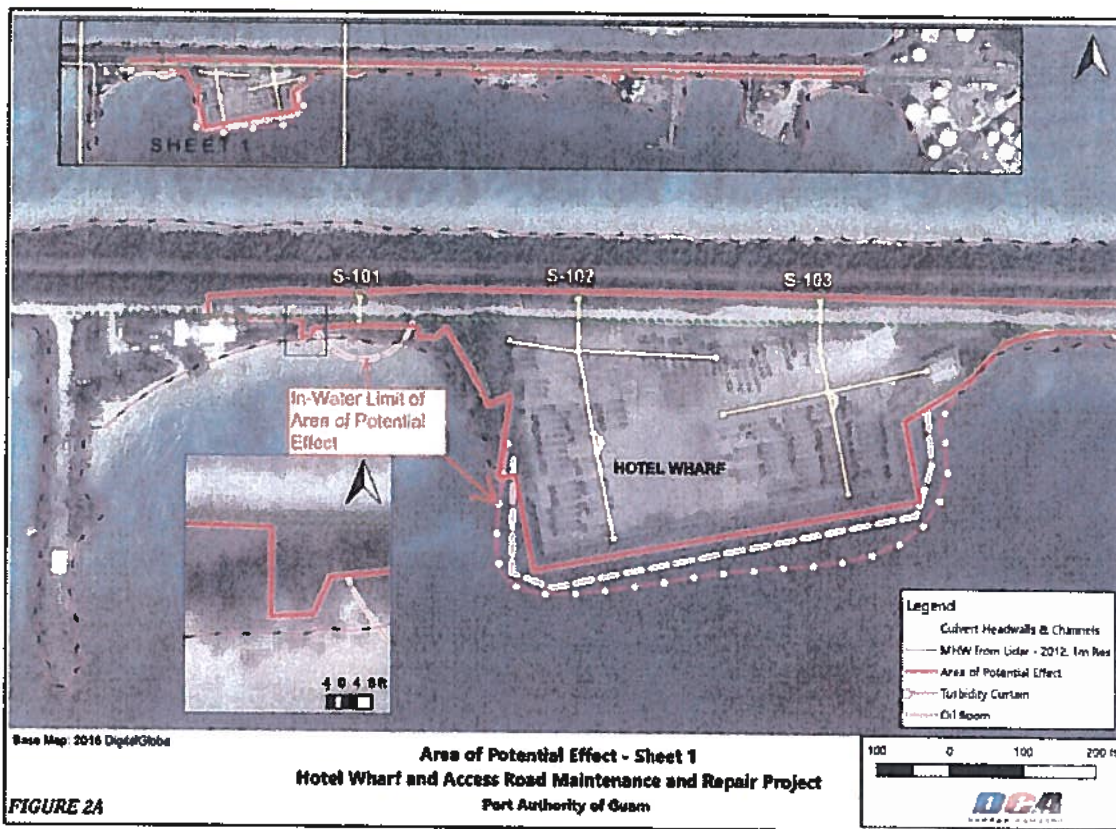
<b>DOCUMENT IDENTIFICATION</b>	
<b>Document Title:</b>	<b>ANOMALY AVOIDANCE PLAN – HOTEL WHARF PROJECT, APRA HARBOR, GUAM</b>
<b>Revision Number</b>	<b>Revision 1</b>
<b>Client:</b>	<b>WSP, USA INC. 1221 Broadway, Suite 800 Oakland, California 94612</b>
<b>Primary Contractor Project Manager:</b>	
<b>Signature/Date:</b>	
<b>Primary Contractor Safety Manager</b>	
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<b>Signature/Date:</b>	
<b>UEG MEC Program Manager</b>	<b>Tony Brinkley</b>
<b>Signature/Date:</b>	



### PROJECT OVERVIEW

This Munitions and Explosives of Concern (MEC) Anomaly Avoidance Plan has been prepared in support of Archeological survey and planned augering for the HOTEL WHARF PROJECT – APRA HARBOR, GUAM.

### SITE DESCRIPTION



### Project Site Map

### SCOPE OF WORK

MEC Anomaly Avoidance services for Archeological survey for site indicated in the above Project Site Map. The UXO Technician II will monitor the site ahead of Archeological Survey. If any UXO items are located these will be marked and avoided. UXO Technician II will also check areas where hand augering will take place. If anomalies exist at that location, an alternate adjacent site will be selected and checked.

## PROJECT PLANNING FACTORS

The following planning factors and assumptions were used in the development of this plan:

1. Area of Anomaly Avoidance: Area of potential effect line on the above project site Map.
2. Depth of Excavation: Depth of sampling will be less than 18" one check will be done at the surface to verify no metal anomalies at each location. If anomalies are located the site will be marked on a map for later reporting and a new location will be found.
3. The Joint Region Marianas ESS Area applicable: Apra Harbor
4. MEC Area Probability: Yellow – Moderate Probability of Encountering MEC
5. Permitting: All required permitting and on-site safety is the requirement of the prime contractor. UXO Tech is only providing Anomaly Avoidance support and falls under the prime contractors site supervisor/safety and Pro Marine's Diving Plan and support.

## PROPOSED SERVICES

UEG will provide UXO personnel qualified per the guidance in DDESB TP-18 in support of this project. Support for this project will include:

~ One UXO Technician minimum Level II to provide UXO Anomaly Avoidance services.

## ANOMALY AVOIDANCE PROCEDURES

Anomaly avoidance procedures will be used that conform with paragraph 6.1.5 of the Joint Region Marianas Explosive Safety Submission – ESS, Sections used detailed below:

### 6.1.5 ANOMALY AVOIDANCE

*Part 1: Intrusive activities are part of the project scope or evolution:*

*Anomaly avoidance techniques shall be employed on properties known or suspected to contain MEC/MPPEH. Anomaly avoidance is required within the Areas designated as a moderate (yellow) or high (red) probability of encountering MEC/MPPEH. Anomaly avoidance techniques will allow certain activities within moderate (yellow) and high (red) probability areas to take place while avoiding surface MEC and/or MPPEH and when necessary, subsurface anomalies.*

***Anomaly avoidance techniques will be used when collecting environmental samples, conducting cultural resource studies, installing erosion control***

***material, drilling environmental monitoring wells, conducting various geotechnical boring, installing fences or performing other activities that may require intrusive activities.***

*Surface MEC and/or MPPEH regardless of configuration, will be avoided during any activities that require entry to the area. Subsurface anomalies will be avoided during any intrusive work.*

*During anomaly avoidance, escort support must be provided by EOD or UXO Technician II (or higher) qualified personnel. The number of qualified escort personnel will be dependent on the type of activities/operations being performed, and the number of non-EOD or non-UXO personnel on-site. A minimum of one qualified escort person will be required for any anomaly avoidance support. For all sites in "routinely maintained areas," i.e. firebreaks, unimproved roads, routinely maintained hiking trails, mowed and maintained fields, escort support is not required.*

*During anomaly avoidance, the escort EOD or UXO Technician personnel will be equipped with a hand-held analog detector, Schonstedt GA-52Cx magnetometer (or equivalent) to assist with avoiding surface MEC or MPPEH and subsurface anomalies. During intrusive activities, the EOD or UXO Technician will first inspect the ground surface of the operational area to ensure the surface is free of any MEC or MPPEH before operations can proceed. This surface inspection will include areas of ingress and egress. At the location or area where intrusive activities will occur, the EOD or UXO Technician will first check the location for subsurface anomalies prior to any intrusive work (drilling) commencing. If a subsurface anomaly/s is detected at the location of intrusive or ground disturbing activity, a different location or area will be located that is free of surface MEC or MPPEH and subsurface anomalies. No intrusive work will commence until the EOD or UXO Technician is satisfied that it is safe to do so. After confirming that the location or area is clear of surface MEC or MPPEH and subsurface anomalies, intrusive or ground disturbing activities may commence. The initial intrusive activity (drilling) will be limited to a maximum depth of 18 inches, at which time the EOD or UXO Technician will re-check the location or area to ensure that no subsurface anomalies are detected. As intrusive activities continue, the location or area will be checked by the EOD or UXO Technician at 18 inch intervals until the maximum depth of drilling. During the detector subsurface anomaly checks at 18 inch intervals, all metallic equipment will be moved far enough away from the detection location or area so not to interfere or mask any metallic subsurface anomalies.*

*Discovered surface MEC/MPPEH must be avoided and the location noted and reported to appropriate authorities. Detected subsurface anomalies must not be investigated, but they shall be marked, when appropriate, and avoided.*

**SCHEDULE**

Support is planned for daytime operations. No single work day will exceed 10 hours and work will be Friday to Sunday. Approximately 3 days is estimated to complete MEC Anomaly Avoidance services, with 2 standby days. The actual number of days will be based on the archeological schedule.

**SITE SAFETY BRIEFING**

The UXO Technician will conduct UXO safety awareness training for all support personnel on the site as part of the project startup. The training will cover characteristics, hazards and response actions when ordnance is encountered. This awareness training is required under the Joint Region Marianas Explosive Safety Submission for all site workers. UEG will provide a record of training to the client to document this requirement. The UXO Technician in support of the project will attend daily safety briefings during days of support and add specific comments as needed to cover potential UXO hazards and procedures. New personnel or visitors to the site will be briefed on Ordnance ID and Safety procedures prior to entering the site.

**MEC/UXO SAFETY PRECAUTIONS**

These MEC safety precautions are the minimum safety requirements required of all personnel on site. Other precautions and requirements are in other applicable MEC manuals.

**SAFETY IS PARAMOUNT**

- Do not move or disturb unidentified items
- Do not collect souvenirs
- Do not smoke except in designated areas
- Do not carry fire or spark producing devices into the site

**WARNING:**

**FAILURE TO FOLLOW THESE PROCEDURES COULD RESULT IN PERSONAL DEATH OR INJURY.**



## ANOMALY AVOIDANCE FOR ARCHOLOGICAL SURVEY

The following paragraphs describe anomaly avoidance procedures for Archeological Survey with known or suspected UXO.

The UXO Technician II must complete a subsurface geophysical survey of the proposed hand auger sample location(s) and UXO Sweep of diving area. If an anomaly is detected, personnel must select a new location. Any anomalies detected will be prominently marked with survey flagging or pin flags for avoidance. The subsurface sample is less than 18" only one check at each location. After area has been sweep and samples locations check UXO Tech will remain on standby incase any items are discovered by the Archeological survey team.

**Hand Auger Procedures:** The UXO Tech II will follow the markings of the Archeologist. After initial checks the surface and ground below the marked location will be considered to be clear down to 18". If an item is detected a new location will be selected at least 3' away from the previous location. This procedure will be repeated for each sample location.

## EQUIPMENT

The equipment requirements for this activity include, though may not be limited to, the following:

- Level D PPE – Hard Hat, Safety Eyewear, Safety Toe boots, Safety vest or shirt, gloves (optional)
- Metal Anomaly detection equipment as needed. Types include: Ferrous metal magnetometer (Schonsted/SubSurface or equivalent), all metal detector (White's MXT- Pro or equivalent) and/or Bore Hole Gradiometer.
- Camera and GPS to document locations.
- Marking material.



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## **BORE HOLE GRADIOMETER**

### **LIVE AND SUSPECT MEC/MPPEH**

All live and suspect live items encountered WILL BE MARKED AND AVOIDED by the UXO Technician(s). Items will be marked in place using pin flags/flagging tape or other appropriate markings and operations will be moved to another location. MEC will be marked with flags or tape and the area marked for avoidance.

### **DISPOSITION OF MEC/MPPEH**

All MEC and MPPEH will be left in place, the location marked, a picture taken, and GPS location documented. This information will be included in the Field Report to the Prime Contractor and will be reported to military Explosive Ordnance Disposal (EOD) for recovery and disposal. If needed, the MEC Escort will lead EOD to the location to ensure final recovery/disposal is conducted.

### **SUMMARY**

The procedures outlined in this MEC Anomaly Avoidance Plan are based on requirements contained in the JRM ESS, DOD guidance and industry standards to ensure that operations are safely and efficiently performed.

### **DOCUMENTATION**

Upon completion of the Anomaly Avoidance services, a MEC Field Report will be provided to the client documenting support provided with a summary of notable activities.

### **REFERENCES**

#### **MEC REFERENCE PUBLICATIONS**

- DOD 4160.21-M-1 Dated January 2018 – Defense Demilitarization Manual
- DOD 6055.9-STD Date February 2008 – Ammunition and Explosive Safety Standards
- DDESB TP-18 Dated September 2016 – Minimum Qualifications for Unexploded Ordnance (UXO) Technicians and Personnel
- U.S. Army Corps of Engineers Safety & Health Requirements Manual. Engineer Manual 385-1-1 Dated November 2014
- OPNAVINST 3500.39C Dated July 2010 – Operational Risk Management
- OPNAVINST 5102.1D Dated July 2016 – Navy and Marine Corps Mishap and Safety Investigation, Reporting, and Record Keeping Manual.

- NAVSEA OP5 Volume 1 Dated April 2015 – Ammunition and Explosives Safety Ashore
- NOSSAINST 8020.15D Dated April 2013 – Explosives Safety Review, Oversight, And Verification of Munitions Responses
- NOSSAINST 8023.11C Dated November 2017 – Standard Operating Procedure Development, Implementation and Maintenance for Ammunition and Explosives
- Pro Marine Diving Safety Plan dated February 17, 2019.

**APPENDIX B**



**FIELD REPORT**

**MUNITIONS AND EXPLOSIVES OF CONCERN  
(MEC) ANOMALY AVOIDANCE**

**HOTEL WHARF PROJECT  
HOTEL WHARF, APRA HARBOR GUAM**

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**Prepared by:**



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**March 19, 2019**

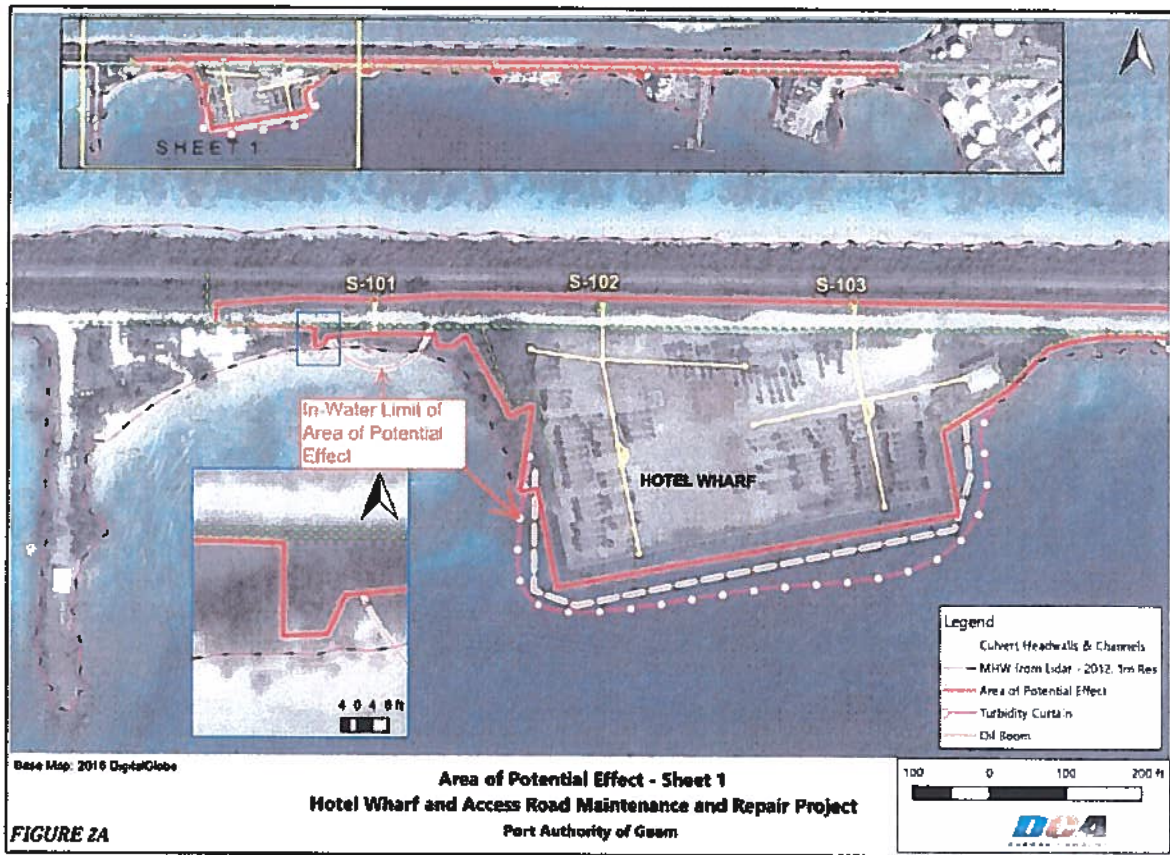
**FIELD OPERATIONS REPORT**

**PROJECT:** This Field Report has been prepared in support of the underwater Archeological survey for the HOTEL WHARF PROJECT – APRA HARBOR, GUAM.

**SUMMARY:** This report summarizes the Munitions and Explosives of Concern (MEC) services performed in support of the project. The services provided were limited to Anomaly Avoidance for the Archeological Survey.

**PERIOD OF SUPPORT:** March 15, thru 17<sup>th</sup> of 2019.

**SITE / LOCATIONS:**



**FIELD OPERATIONS:**

The Unitek UXO Divers met with U.O.G. representatives and Port Police at the Atlantis Dock each day at 0800, conducted a safety brief and loaded out. The entire crew then proceeded by boat to Hotel Wharf to begin systematic sweep of the area described in the Site Location Map above. Each day the Unitek UXO Dive team would sweep the area both visually and with a Fisher Pulse 8X Underwater All Metals Locator. After the initial sweep, the Unitek Divers would stay on station either underwater or on land to assist in identifying any item of concern. UXO Dive team also assisted the Archeological Diving team with stake placement in locations A, B, & C noted on the below map.



**UXO Survey Area**

On the above map the UXO Diving team noted a highly contaminated area with numerous layers of metal debris. It was not possible to clear this area for the Archeological Diving team to drive stakes in the ground. Debris in this area will need to be removed before a good search of the actual bottom can be conducted. Archeological Documentation of the Debris Field was completed on Sunday 3/17/19.



Unitek UXO Dive team conducted:  
Friday 3/15/19- Two dives, UXO bottom search and Stake placement  
Saturday 3/16/19-One dive, UXO bottom search and Stake placement  
Sunday 3/17/19-One dive, UXO bottom search

All UXO Dive support services were handled by Unitek and Pro Marine Dive Services.

No MEC/MPPEH was found.

Signature /

**Tony  
Brinkley**

Digitally signed by Tony Brinkley  
DN: cn=Tony Brinkley, o=UEG,  
ou=MEC PM,  
email=mec1@unitekguam.com, c=US  
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**Roque A. Alcantara**  
*Director*  
**Victor R. Villagomez**  
*Deputy Director*

September 21, 2020

In reply refer to:  
RC2018-0733

Rory J. Respicio  
General Manager  
Port of Guam  
Aturidat I Puetton Guahan  
Jose D. Leon Guerrero Commercial Port  
1026 Cabras Highway, Suite 201  
Piti, Guam 96925

**Subject:** Review of: Final Technical Report Underwater Archaeology Survey, for the Hotel Wharf and Access Road Maintenance and Repair Project Cabras Island, Apra Harbor, Guam

Mr. Respicio,

We have reviewed and accept the Final Technical Report Underwater Archaeology Survey, for the Hotel Wharf and Access Road Maintenance and Repair Project Cabras Island, Apra Harbor, Guam. Thank you for meeting our Basic Reporting Requirements and please proceed with your undertaking. In the event of inadvertent discoveries, the undertaking is subject to 36 CFR 800.13 Post Review Discovery at which time all work will need to stop and consult with our office.

Should you have any questions please contact John Mark Joseph, State Archaeologist ([JohnMark.Joseph@dpr.guam.gov](mailto:JohnMark.Joseph@dpr.guam.gov)).

Sincerely,

  
Patrick Lujan  
State Historic Preservation Officer

Cc: William Jeffery, UOG