

29 Jun 15

SITE DESCRIPTIONS OF HISTORIC PROPERTIES ON GUAM

Historic properties and other locations of cultural interest have been placed in tiers based on the operational and security requirements of their respective locations. The tiers are defined in Section 8 of the CJRM Public Access Plan. For more information on these properties, please contact the Access Plan Coordinator.

Most of the historic properties available for visitation have been provided with official Guam Historic Properties Inventory (GHIP) numbers. Properties that have been deemed eligible for listing on National Registers of Historic Places (NRHP) may be considered for nomination. NRHP-listed properties are indicated by **. Properties listed in the Guam Register are indicated by *. Contact Guam SHPO for more information about the Guam Register.

When visiting archaeological sites, visitors will encounter artifacts and features. Artifacts are portable items that have been manufactured or modified by people. Examples include pottery, food remains such as bones and shells, shell, stone, and bone tools such as adz blades, fish hooks, or ornaments, sling stones, and portions of these items or fragments of material deposited as by-products of their production. In addition to the artistic and interpretive value provided by these items, the context in which they are found is important. When archaeologists investigate a site, they document the distribution of material on the surface; therefore, when visiting sites, avoid disturbing surface artifacts. If you must touch something, leave it where you found it.

Features are also created by people; however, features cannot be readily moved without destroying them. Features such as latte sets or historic foundations may be visible on the surface but other features, such as trash pits, earth ovens, or burials are buried in the ground. Features cannot be moved without destroying them and removing them from their context. In-ground features have the potential to contain material that provides carbon dates and other important information about subsistence and past environmental conditions.

All of Guam's historic resources are protected by law. Historic resources within DoD properties are further protected by other Federal laws. It is illegal to remove artifacts from sites, or to damage or deface historic properties. Violation of laws protecting historic resources may result in restrictions on future visits, fines, and imprisonment.

Hikers should evaluate their physical condition and the environment before starting any hike. Trails can become slippery when it is wet and some trails have sharp rocks or unstable footing; slips and falls are possible. Choose appropriate clothing and footwear for conditions; some hikers carry a staff. Also consider heat stress; carry enough water and consider applying sunscreen.

TIER 1

Tier 1 sites are not guided and do not require coordination with the Access Plan Coordinator. You are responsible for planning the visit and ensuring your safety. Regarding submerged sites: as with any underwater adventure, visitors to submerged sites are responsible for obtaining information about the site and environmental conditions in planning a dive. Divers should carefully evaluate their abilities and training before diving. Safety is your responsibility. This plan does not provide for access to dive sites through the installation. Divers can get additional information about the underwater sites, including maps and environmental conditions, etc. from local dive shops.

Mt. Lamlam and Jumullong Manglo (Humuyong Manglo')

Rising 1,334 feet above sea level, Mount Lamlam is Guam's highest point. Measured from its base at the bottom of the Mariana Trench, Mount Lamlam is also the tallest mountain in the world according to the US Geological Survey. Hikers usually follow the trail that leads to Jumullong Manglo, where they are rewarded with panoramic views of Guam's hilly interior stretching out toward the north and a panoramic view of the southern coastline. Mount Jumullong Manglo is significant in religious celebrations. Mount Lamlam, one of four National Natural Landmarks found on Guam, can be reached by following a trail that splits off the Mt. Jumullong Manglo trail near the crest. It requires about 45 minutes to an hour to reach either peak.

Hikers should evaluate their abilities and fitness level before beginning this or any of the hikes featured in the Access Plan. There are moderately steep sections of the trail, also sections that become slippery when wet. The potential for slips and falls is present. Conditions can range from very hot to pouring rain, and can change rapidly. Suitable clothing and footwear should be worn. Sunburn can occur quickly at this latitude, particularly near mid-day. Hikers may want to wear sunscreen and head cover of some type. Hikers should carry sufficient water to maintain hydration. Some hikers choose to carry a hiking staff on this hike. **Level of Difficulty: Very Difficult**

NAVY SUBMERGED LANDS (Apra Harbor Dive Sites)

SMS Cormoran (GHPI 66-03-1037)**

Ryasan, a Russian commercial vessel captured by Germany, was converted to an armed merchant raider and renamed the SMS Cormoran. On December 14, 1914 the Cormoran pulled into Apra Harbor and requested fuel. Guam's Military Governor refused to supply the Cormoran with more than a token amount of coal, hence, she was forced into internment on Guam. On April 7, 1917, at the entry of the United States into WWI, her captain ordered Cormoran to be scuttled in Apra Harbor. The hull of the Cormoran is intact, the engine room is easily accessible through the skylights, and most of the superstructure is relatively intact. Visibility averages 35-40', but can vary due to the weather, tide, and large ship traffic in the harbor. **Level of Difficulty: Depends on depth and conditions - may require advanced dive skills due to depth.**

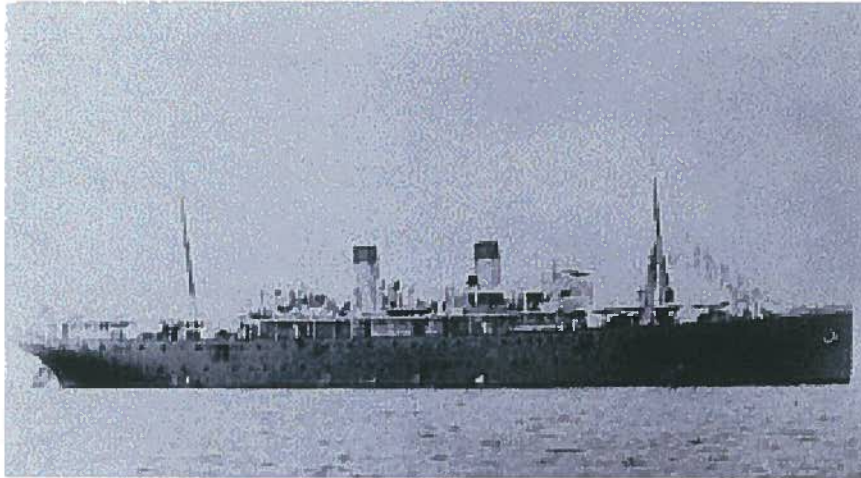


Image from: http://en.wikipedia.org/wiki/Scuttling_of_SMS_Cormoran

Topawa – YTM 419 (Tug)

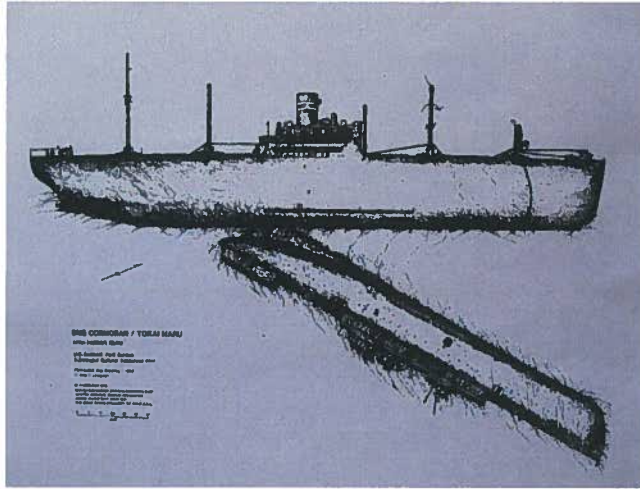
Topawa (YTB-419) was a tug used by the U.S. Navy between 1945 and 1975. Topawa is 100' in length with a beam of 25'. She lies off the SW tip of Dry Dock Island.



Sister Ship Tenwa, date and location unknown (Navy Source.org/archives/14/09419.htm)

Tokai Maru (GHPI 66-03-1089)**

Tokai Maru was placed into service in August 1930 as a fast luxury freighter traveling from Tokyo to New York. In 1941, she was re-commissioned as a freighter under contract to the Japanese Imperial Navy and was used to transport war materials and personnel throughout the Pacific. On August 27, 1943, USS *Snapper* fired three torpedoes at the *Tokai Maru* and sank her in Apra Harbor just six feet from the *Cormoran*. She rests in 120 feet with an 85 degree list to port (left). The shallowest part of the ship is the upper forward bridge area at a depth of 40 feet. Visibility averages 35-40', but can vary due to the tide and large ship traffic in the harbor. **Level of Difficulty: Depends on depth and conditions - may require advanced dive skills due to depth**



Tokai Maru and Cormoran, National Park Service Sketch

Kitsugawa Maru (GHPI 66-05-1154)*

Kitsugawa Maru was used during World War II as a transport by the Imperial Japanese Navy. It presently lies at the bottom of Apra Harbor. Kitsugawa Maru lies west of the Cormoran and Tokai Maru. Torpedoed by the submarine USS Seahorse, she was towed into the harbor for repairs. While at anchor, the ship was attacked by bombs and rocket fire from raiding US aircraft. She sank when her engine room exploded, tearing the ship in two and sending her into the depths where she sits upright on her keel at an average depth of 140 feet. **Level of Difficulty: Depends on depth and conditions - may require advanced dive skills due to depth**

Aichi D3A2 "VAL" Carrier Based Dive Bomber (Plane)

This Japanese warplane rests on a reef that slopes from 30 feet to the bottom of the Apra Harbor at 110 feet. The shallowest part of the plane fuselage is at approximately 60 ft. The plane lies upside down with its engine in 95 feet of water. Only one wing is still attached. The other wing lies approximately 20 yards to the east from the body of the plane. D3A dive bombers are credited with destroying more Allied shipping than any other aircraft. The visibility at the site varies from 35-60 feet. **Level of Difficulty: Depends on depth and conditions - may require advanced dive skills due to depth**

E13A "Jake" & A6M2-N "Rufe" (Sea Planes)

Also known as the Type 0 Reconnaissance Seaplane, "Jake" was the replacement for the E7K "Alf" and was the most numerous float plane produced by the Japanese. Though lightly armed and unarmored, its long endurance suited its role as a patrol reconnaissance and transport aircraft. "Jake" went into production in December 1940 and made its combat debut in late 1941 over the Canton-Hankow Railway in China. Jakes scouted for the Pearl Harbor Attack Force.

"Rufe" was the seaplane version of the famous Zero. The large float and wing pontoons degraded performance about 20%, enough that the "Rufe" was not a match for even the

first generation of Allied fighters, such as the P-40 and the Wildcat. The design originated in 1940 in response to a specification for a high-performance single-seat fighter seaplane for use in amphibious assaults and on islands too small for airfields.

Level of Difficulty: Depends on depth and conditions - may require advanced dive skills due to depth

NIMITZ HILL

Access Trail to Fonte Dam (GHPI 66-01-2655)

The old Fonte Dam is located in the Fonte River valley just south of the Joint Region Marianas Headquarters building. The unique spillway is constructed of red bricks imported to Guam. The dam was constructed in 1910 under President Taft to supply water to Hagatna, as noted by the marker on the face of the dam. While the trail begins on DoD land, Fonte dam is located on Government of Guam property. Guam SHPO nominated the dam for listing on National Register. The property was listed in February of 2014. **Level of Difficulty: Moderate**

Access road to Korean Airlines Memorial Site

KAL Flight 801 departed from Seoul-Kimpo International Airport (now Gimpo Airport) on August 5 on its way to Guam. The flight experienced some turbulence in its early stages but was otherwise uneventful. As the crew was preparing for landing, heavy rain over Guam drastically reduced visibility. The aircraft crashed into Nimitz Hill about 3 miles (5km) short of the runway at an altitude of 660 feet (201 m) at 1:42 a.m. on August 6th, 1997. Of the 254 passengers and crew (two pilots, a flight engineer, 14 flight attendants, and 237 passengers), there were only 26 survivors. The KAL memorial is not located on DoD property. **Level of Difficulty: Moderate**

TIER 2

NAVAL BASE GUAM

Sumay Village (GHPI 66-03-1038, recommended eligible for listing in the NRHP)

Prior to World War II, Sumay village occupied the area on either side of the road leading to Orote Point. Sumay evolved from a small fishing village to a replenishing stop for ships, including whalers, in the mid-1800's. By the 1930's, it was an economically advantaged village due to its proximity to the Trans-Pacific Cable Station, Marine Corps Aviation Squadron, the Marine Corps barracks, and the Pan American seaplane landing site. By 1941, Sumay's upscale population numbered 2,000, with designs on the village becoming the island's capital city.

The 1941 Japanese invasion damaged Sumay and forced the residents out of the village. In 1944, the American pre-liberation bombardment destroyed Sumay and other west coast villages. The village area was located on the strategic Apra Harbor and near the Orote Airfield, both of which were needed by the United States in the on-going Pacific Campaign, so the Sumay ruins were removed and the village area was absorbed into the new Navy Operating Base. In 1974 the Sumay Cemetery was listed in the Guam Register

of Sumay Places. In 1997, the village area was recommended eligible for listing in the National Register as a Historic District. **Level of Difficulty: Easy (roadside)**

Cross of the Nuestra Senora De Guadalupe Church, Sumay

In November 1983 this area was officially dedicated as the *Sumay Memorial Park*. The cross marks the site of the Nuestra Senora de Guadalupe village church. **Level of Difficulty: Easy (roadside)**

Sumay Cemetery (GHPI 66-03-1041)**

The village cemetery once contained 157 grave markers dating from 1910. Inscriptions are in Chamorro, Spanish and English. The cemetery was badly damaged by bombs prior to the July 1944 invasion. Official cemetery records were lost due to the war, and it is not certain how many are actually buried here, as it is not uncommon for old cemeteries to contain unmarked graves or graves outside of the formal boundary. **Level of Difficulty: Easy (roadside)**



Sumay Cemetery (NAVFAC photo)



Cross at Sumay (NAVFAC photo)

Dadi Beach (GHPI 66-02-0143), and Japanese Defense Fortifications (GHPI 66-02-1129, and 66-02-1303 recommended eligible for listing in the NRHP)

Dadi Beach was once part of an extensive pre-contact habitation site that is considered to be eligible for listing in NRHP. During the Japanese occupation of WWII, Dadi Beach, like numerous other Guam beaches, was protected by Japanese defensive positions in anticipation of a US invasion. The beach at Agat, visible in the distance to the south, was one of the American invasion beaches in 1944 (the other is located at Asan). A camouflaged bunker is carved into the natural outcropping on the northern end of Dadi beach. An unusual five-sided Japanese bunker is located mid-beach. After the liberation, this was one of numerous beaches where tons of supplies were brought ashore almost 24 hours a day for the hectic construction and operation of the new Naval Operating Base. The area was developed by the military for housing and recreation, including a 3,500 seat outdoor theater. **Level of Difficulty: Easy (short beach walk)**

Orote Village Site

The area behind Dadi Beach is the original site of Orote Village, a pre-European contact Chamorro village that existed into the late 1600's. Its location offered residents easy access both to the sea and to fertile farmland. Orote was one of several rebellious villages destroyed by the Spanish during the 1670-90's wars as the Spanish attempted to subdue the Chamorros and centralize them into a few Spanish controlled villages, where they were monitored by the priests and the military garrison, forced to attend Church daily and learn the Spanish language and customs. **Level of Difficulty: Moderate (dense vegetation)**

Fort Santiago (Frequently inaccessible due to nearby operations) (GHPI 66-03-1009)**

Fort Santiago, constructed between 1710 and 1721, was the first of three Spanish forts built to protect Apra Harbor. Early anchorages were located in Guam's southern bays, but Apra Harbor provided better protection from weather and attacks by rivals. The "D" shaped esplanade was large enough to contain six cannons that could be fired over a stone and mortar parapet. The fort's location on high ground gave it the ability to fire down on ships whose cannons could not be elevated enough to return fire. Fort Santiago's design was similar to other Guam fortifications of the period. In addition to the esplanade, there were a soldier's quarters and an ammunition storehouse. The location of the fort was well-chosen for defense of the harbor. During WWII, both the Japanese and Americans placed guns at the site of the old Spanish fort. **Level of Difficulty: Easy (short gentle climb from vehicle)**

Spanish Steps and Well) (Frequently inaccessible due to nearby operations) (GHPI 66-03-1009)**

This is a steep trail with steps carved into the coral limestone leading from the top of Orote Peninsula down the north face of the cliff to the shoreline below. It was speculated that this trail was created to allow fresh water to be hauled up to the Spanish forts from the well at the base of the cliff line; however, there is evidence that the steps were used by US Marines in the early 1900's to access their gun positions on the beach. The "Spanish" steps may be American. The well is located at the base of the cliff adjacent to the steps. It is constructed of mamposteria (coral rock) and is approximately six feet square.

Access to Spanish Steps, Well, and Orote Archaeological Site require use of the steep steps. Although safety ropes have been placed along the steps, hikers should not place much confidence in the ropes without inspecting them. Slips and falls are possible.

Level of Difficulty: Difficult



Spanish Steps (NAVFAC photo)



Spanish Well (NAVFAC photo)

Orote Archaeological Site (Frequently inaccessible due to nearby operations) (Part of the Orote Historical Complex, GHPI 66-03-1009)**

This prehistoric cave complex near the water at the tip of Orote Peninsula shows evidence of long and continuous use dating to the Pre-Latte period 3,500 B.C. to 500 A.D. The prehistoric islanders flourished as an advanced fishing, horticultural, and hunting society. They were expert seamen and canoe builders and skilled craftsmen who were familiar with intricate weaving and ceramic production. Caves are sensitive cultural and natural resources and bees frequently build nests in them. For visitor safety and protection of the resource, please limit your visit to the exterior of the caves. **Level of Difficulty: Difficult**



One of the Caves at Orote (NAVFAC photo)

Orote Point (Frequently inaccessible due to nearby operations)

From the overlook, you get a commanding view of the entrance to Apra Harbor, the Glass Breakwater, Orote Island and the coral reef formations below. You will also get an excellent view of the west coast of Guam as far as Ritidian Point. **Level of Difficulty: Easy (to roadside overlook at antennas; difficult to access beach)**



Orote Point, Viewed from beach (NAVFAC photo)

Gab Gab Beach and Japanese WWII Defense Fortifications (66-03-1128, 66-03-1346, 66-03-1347, and 66-03-1859 are all recommended eligible for listing in the NRHP)

The Gab Gab Beach area usage dates back thousands of years. Based on the presence of artifact scatters, features, and burials, the area is believed to have been the site of a village; however, any surface evidence, such as latte stones, has been displaced by development. During WWII, the beach was heavily fortified by the occupying Japanese to defend Apra Harbor. The gun emplacements located at the east and west ends of Gab Gab Beach were probably built by forced Chamorro labor. After the Americans retook Guam in 1944, the area was transformed by the Seabees into a major recreation area supporting thousands of service personnel. Today Gab Gab continues to be a popular outdoor recreation area for military families and their guests. **Level of Difficulty: Easy (short walk from vehicle)**

Japanese Defensive Cave Fortifications (recommended eligible for listing in the NRHP)

At least four cave complexes are visible in the side of the cliff above Sumay Village. The four primary caves are connected by a series of rear passageways. Interior modifications permitted guns to be fired and pulled back into the cave to avoid return fire. These caves were fortified with 75mm field guns and small caliber weapons. Soldiers shooting from the caves slowed the advance of the attacking Marines in the July 1944 Battle of Orote Peninsula. Like many caves and fortifications around Guam they were built using Chamorro and Okinawan forced labor in 1943–44. Bees nesting in the cave pose a hazard. Signs restrict entry into the caves. **Level of Difficulty: Easy (roadside)**



Japanese Defensive Cave, Sumay (NAVFAC photo)

Marine Corps Aviation Station

Flight "L" Fourth Squadron, (re-designated VS-1M in 1921 and then VP-3M in 1927), was the first U.S. Marine unit to serve west of San Francisco. The unit operated on this site in the 1920's with 10 officer pilots and 90 enlisted men. Their complex consisted of a large hangar surrounded by equipment and maintenance shops, a short seaplane runway with a nearby dredged seaplane taxi channel, and several buildings. The squadron was deactivated in 1931 and transferred back to San Diego and the island was demilitarized by order of the Secretary of the Navy to appease the Japanese as part of the Naval Arms Limitation Treaty. The abandoned buildings were put to good use only a few years later when Pan American Airways converted them to support their newly established Guam base. **Level of Difficulty: Easy (roadside)**

Pan American Clipper Landing

In 1936, the famous Pan American China Clippers, carrying around 35 passengers and crew, began landing in Apra Harbor for an overnight refueling stop on their way to Manila. The flight on a Martin M130 four engine seaplane began in San Francisco and flew to Hawaii, Midway, Wake, Guam and Manila in six days. A round trip San Francisco – Hong Kong took 12 days and cost \$1600 (more than \$25,000 in today's dollars). The Guam stopover put the island on the international map and brought rapid mail and cargo services and many new visitors. The Pan American Airways service to Guam ended with the Japanese invasion of Guam in December 1941. **Level of Difficulty: Easy (roadside)**

Pan American Skyways Hotel Site (GHPI 66-04-1042)*

PanAm contracted the *SS North Haven* to build facilities on Midway, Wake, and Guam to support the air route. The construction crew of the *North Haven* built the Skyways Hotel in 1935. The pre-fabricated one story hotel had two wings built around a central, circular lobby. Each room had a shower with hot water. One notable guest in November 1941 was the special emissary of Emperor Hirohito, Ambassador Kurusu, on his way to

Washington to inform President Roosevelt of Japan's refusal of the U.S. peace ultimatum. The hotel became the residence for Japanese Naval officers during the WWII occupation. The building was destroyed during the 1944 American pre-invasion bombardment. **Level of Difficulty: Easy (roadside)**

NOB Hill Theater (recommended eligible for listing in the NRHP)

The amphitheater was constructed by Japanese Prisoners using a masonry technique popular in Japan at the time. The facility was called NOB Hill Theater because of its close proximity to Naval Operating Base (NOB) headquarters located across Marine Corps Drive near today's CDR William C. McCool School. This outdoor theater seated thousands of people on sand bags or wooden benches. Some Guam residents recall watching movies here into the late 1950's. **Level of Difficulty: Easy (roadside)**

Japanese Prisoner of War (POW) Steps

In 1945, Japanese prisoners of war were assigned various construction projects, including these three sets of steps and the large amphitheater previously described. The Japanese used a masonry technique popular in Japan in the 1930's and 1940's on both projects. **Level of Difficulty: Easy (roadside)**

War Dog Memorial (GHPI 66-04-1098)

This cemetery honors the highly skilled War Dogs that served the Marines on Guam during World War II. Sometimes referred to as "Devil Dogs," they were trained to search out the enemy hiding in the jungle, detect mines and booby traps, alert troops of approaching Japanese, and to carry messages, ammunition and medical supplies. The War Dogs entered the Marines with the rank of Private and could be promoted, sometimes outranking their handlers. **Level of Difficulty: Easy (roadside)**



POW Steps (NAVFAC photo)



War Dog Memorial (NAVFAC photo)

Orote Naval Air Station (GHPI 66-02-1066)**

The airfield was initially constructed by Chamorro and Okinawan labor during the Japanese occupation of Guam. Carrier-based U.S. aircraft prevented the Japanese from using Orote during the June 1944 invasion of the Marianas. Denying the Japanese the

use of Orote Field was a crucial maneuver that helped determine the success of the Battle of the Philippine Sea. Within days of the American capture of Orote Peninsula, Navy Seabees had restored and lengthened the runway. By 4 August, Marines had set up operations with 529 officers, 2,778 enlisted men, and 204 aircraft of Marine Air Group 21. Housing for military personnel assigned to the Orote Airfield in 1944-45 was located along either side of the road. This compound included a "cantina," the main administration building, and the control tower for the airfield. You can see the concrete foundation of the control tower that overlooked the harbor.

Thousands of sorties were flown from Orote, which was used until 1946. Orote became active again in the 1950's and '60s when it supported the Korean and Vietnam conflicts. In 1975 at the end of the Vietnam conflict, 50,000 South Vietnamese refugees were housed in a 3,381 tent city erected here almost overnight. Orote Airfield was listed in the National Register of Historic Places in 1975. **Level of Difficulty: Easy (roadside)**

Seabee Memorial Monument

This monument commemorates the Seabees of the Fifth Naval Construction Brigade for their courageous, tireless and immediate efforts constructing the original Naval Operating Base (NOB) during and after the liberation of Guam until February 1946. Nicknamed "The Pacific Supermarket" this base provided vital replenishments for WWII operational units fighting in the Pacific. The Seabee's work also included the restoration of Orote Airfield, major harbor facility construction and building and surfacing 100 miles of roads, including Marine Corps Drive that traverses Guam between Naval Base Guam and Andersen Air Force Base. **Level of Difficulty: Easy (short walk from vehicle)**

U.S. Navy World War II Memorial Park

This memorial is dedicated to the almost 1,900 American servicemen and 712 Chamorro who were killed on Guam during World War II. Guam school children planted trees here (no longer in evidence due to storms) and buried a time capsule that will be opened on the one hundredth anniversary of the Liberation of Guam July 21, 2044. A more recent assessment of casualties has raised the number of islanders killed to 1,100. **Level of Difficulty: Easy (short walk from vehicle)**

Trans-Pacific Cable Station (GHPI 66-02-1043)**

This cable station, built by the Commercial Pacific Cable Company in 1903, served as one link in the trans-oceanic undersea cable that provided telegraph communications between America and the Philippines, China, and Japan. Six buildings were constructed on leased U.S. government land. Local Sumay residents helped construct the station and some were later employed here. The cable station was a prime target during the 8 December 1941 Japanese air attack that preceded the invasion and occupation of Guam. Today all that remains standing is the battle-scarred concrete wall of one of the station manager's homes. The Cable Station was listed on the National Register of Historic Places in 1979. **Level of Difficulty: Easy (short walk from vehicle)**



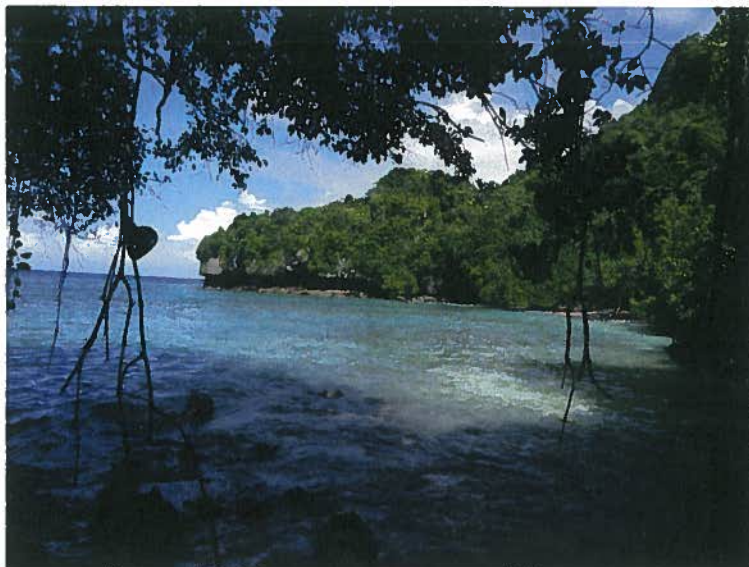
Trans-Pacific Cable Station Building (NAVFAC photo)

NAVAL COMPUTER AND TELECOMMUNICATIONS STATION

Double Reef Historical Trail

Double Reef Beach is a small beach with 150 feet of white sand shaded by several trees that lie across the beach. Due to the isolation of the beach, few people visit it. This is a hike of ca. 2.5 miles through limestone forest, often crossing rugged limestone outcrops. Note that the trail passes through the protected Haputo Ecological Reserve and caution and respect for the environment are expected. Some areas show evidence of prehistoric use (ceramic scatters, rock shelters, etc) and should not be disturbed. A spur off this trail leads to Tweeds Cave.

The Double Reef Trail also provides access to the Pugua Point Archaeological Complex and Tweed's Cave. Portions of the trail traverse rugged limestone outcrops with sharp rocks and unstable footing. Appropriate clothing and footwear should be worn. This can be a hot, fatiguing hike; participants should carry an adequate supply of drinking water. The potential dangers on the Double Reef trail include twisted ankles and falls onto sharp rocks, cuts, bee stings, and heat-related injury. **Level of Difficulty: Moderate**



Double Reef Beach (NAVFAC photo)

Tweed's Cave (GHPI 66-08-1051, recommended eligible for listing in the NRHP)

George Tweed was among a small group of American servicemen who avoided capture when the Japanese invaded Guam in December 1941. Although his companions were captured and executed, Tweed was able to avoid capture for more than two years with the assistance of local residents who were willing to risk punishment or death due to their loyalty to the U.S. Tweed hid in this "cave" for a year and a half. Tweed was rescued after he used a mirror to signal to American ships off shore in July 1944. Tweed was a controversial figure because local citizens were interrogated and tortured by the Japanese in an attempt to locate him and punish any who were helping hide him. Note that the trail to Tweed's Cave passes through the protected Haputo Ecological Reserve and caution and respect for the environment are expected. In addition to strong footwear, hikers who choose to visit Tweed's Cave should carry gloves, preferably leather. The final climb to the site requires a vertical ascent on sharp limestone. Climbers who do not wear gloves will almost certainly experience cut fingers. Falls at Tweed's Cave could result in serious injury. Hikers should evaluate their fitness level before committing to this climb.

Level of Difficulty: Moderate

Pugua Point (GHPI 66-08-0008)**

This was the location of a principal village during the Latte period. The coastal area contains evidence of extensive settlement, with latte elements, several rockshelters, artifact scatters, and a cave. This is also close to Tweed's Cave. Access to the area is along the trail leading to Double Reef. **Level of Difficulty: Moderate**

Haputo Beach and Village (GHPI 66-08-0007)**

Haputo Beach is located within Navy property on the northwestern coast of Guam. The beach is situated within a protected cove with beautiful clear water and soft white sand. This is a short hike of ca. ½ mile that involves a descent of ca. 300 feet to the beach (and climb back out). There are 212 concrete steps along the path. Rock shelters, caves, and standing latte stones are present in the village located along the base of the bluff. Note that the trail passes through the protected Haputo Ecological Reserve and caution and respect for the environment are expected. Due to cultural and natural resource sensitivities, a path to representative sites has been designated. Straying from the designated path could damage fragile resources and restrict future access to this important site. **Please note: Due to resource sensitivity concerns, public access to this site will be limited to no more than 7 visitors at one time and no more than one scheduled visit per month. All visits to this site will be escorted by the Access Plan Coordinator.**

Moderately steep sections of the trail contain loose stones and roots that can be slippery. The steep part of the trail consists of concrete steps with a safety rope. The climb back up from the beach can be strenuous for those in less than ideal physical condition; rest stops may be required. As with other hikes, wear appropriate footwear and carry sufficient water. Boonie bees can be encountered in the forest. If visitors plan to relax on the beach, be aware that sunburn can occur rapidly in this environment and take proper precautions. **Level of Difficulty: Moderate**



Latte Shaft and Capstone, Haputo Site
(NAVFAC photo)

South Finegayan Latte Site (South Finegayan Housing Area) (GHPI 66-08-0141)***

The foundation of an ancient building was preserved in a park within the South Finegayan Housing Area located on Route 3 in Dededo. The site is listed in the National Register of Historic Places. This easily accessible site demonstrates the megalithic architectural style known as *latte*, which is found only in the Marianas. The vertical stone shafts are known as *haligi* and the hemispherical capstones are called *tasa*. The foundation supported a wooden structure, probably with a roof of woven palm fronds. This area was occupied by the indigenous Chamorro into the Spanish colonial period, when many of the villagers in northern Guam were relocated to central villages where they could be more easily controlled by Spanish military and religious officials. The purpose of the compound columns is not known; however, there is speculation that the technique might have provided some resistance to earthquakes, which are common in the region. The design also provided some protection against vermin and provided cooling airflow under the house. **Level of Difficulty: Easy (roadside)**



South Finegayan Latte Set (NAVFAC photo)

ANDERSEN AIR FORCE BASE

B-52E “Grey Ghost”

This tail section of a B-52 Stratofortress is just a small part of the “Grey Ghost” legacy that goes all the way back to the 1960s. An old B-52B started the “Grey Ghost” sequence in 1966. Airmen called them “Grey Ghosts” because of their old, weathered, faded aluminum and white anti-flash paint scheme. This contrasted with the operational ARC LIGHT B-52Ds that were painted camouflage and black. The “Grey Ghosts” were used as ground instruction training airframes until replaced by the next newer model.

This B-52E was flown to Anderson AFB specifically to be converted into the new “Grey Ghost” in 1970. After three years, the tail was removed so the fuselage could be used for firefighting and rescue training. In May of 1976, the high winds of Super Typhoon Pamela blew this tail section from the firefighting training center across the road to this location, where jungle concealed it for almost 20 years. Since 1999, the Andersen AFB Boy Scouts Troop 20 has been of caring for the grounds of where the “Grey Ghost” rests today. **Level of Difficulty: Easy (roadside)**



Tail of “Grey Ghost” (NAVFAC photo)

Tarague Beach (GHPI for Tarague District is 66-07-0015)*

The Tarague area, located on Guam’s north coast, contains several historic and prehistoric sites and an interpretive trail. Tarague is considered to be one of the most important archaeological areas on Guam. The Tarague archaeological site is culturally very important, as it has yielded deeply stratified archeological deposits dating back to the 2nd millennium BC, making this area one of the oldest occupied sites documented in the Marianas. An extensive period of human occupation from the early Pre-Latte to later Latte Phase is well-represented at Tarague. Other resources at Tarague include a historic well structure, a pier used during the copra production years, water reservoirs, and WWII features.



Tarague, looking East (NAVFAC photo)



Defensive Position at Tarague (NAVFAC photo)

There are two established historic trails at Tarague. The Coastal Trail begins at the southern end of the Beach Parking area. This trail runs south along the shore, covers almost 2 miles (one way), and ends near the fenced firing range. The trail, which includes interpretive signs for cultural and natural features, frequently emerges from the jungle onto the beach. A second trail runs inland from near the southern end of the coastal trail. The inland trail features additional natural and cultural resource along its 0.7 mile length (one way). Visitors can see ancient rock shelters and agricultural plots, as well as evidence of more recent use of the resources. Portions of the inland trail are steep and rocky. Hikers should carry water and dress appropriately. **Level of Difficulty: Moderate**

Heritage Hall

This collection, located inside the AMC passenger terminal on Andersen AFB, specializes in Air Force WWII Pacific Theater operations, as well as Andersen AFB history. In 2006, approximately 750 people signed the Hall's guest book. Guests in 2006 included former US President George HW Bush, new base residents, transients passing through base, multiple foreign nationals, home-schooling groups, local civilians, FTAC classes, and veterans' tours. **Level of Difficulty: Very Easy (from parking lot)**

TIER 3

NAVAL MUNITIONS STORAGE AREA SITES

Alamagosa Falls/Springs

Guam has two distinctive geologic regions. Northern Guam is underlain by porous limestone and has no surface water; fresh water is taken from wells. The volcanic geology of southern Guam is very different and contributes to an abundance of streams and springs. Alamagosa Springs, located within the Naval Munitions Storage Area, is a source of fresh water that attracted people to settle in the area. Many latte sites have been documented near the springs. The presence of abundant fresh water probably made this a good location for collecting and gardening. The springs are tapped to provide water for US Navy facilities.

Hikers choosing to continue to Alamagosa Falls will follow a trail that requires wading through streams and through muddy areas. Appropriate footwear is recommended. In the past, some visitors have climbed the face of the falls and jumped into the pool. This activity greatly increases the potential for injury in this remote area and is not permitted.

Level of Difficulty: Moderate



Alamagosa Springs (NAVFAC photo)

Dobo Spring Archaeological Site (GHPI # 66-02-0151, NRHP listing pending)

The Dobo Spring Latte Set Complex is a middle-to-late Latte Period (A.D. 1100-1521) archaeological site representative of traditional Chamorro domestic dwelling structures on the island of Guam. The Dobo Springs Latte Complex is a concentration of latte sets and components located along a ridge at the intersection of Alamagosa Springs and Dobo Springs Road. The largest latte set in the group of five features that comprise the Dobo Springs site is located at the eastern end of the site on the highest point of the ridge. This was a large house with six pairs of latte shafts. Although some of the stones are now leaning, they remain in their original position and define the shape and size of the house. The latte set measures 21 meters long and almost 8 meters wide. These shafts and capstones are among the largest latte on the island.



Large Latte Set, Dobo Spring Complex (NAVFAC photo)



Basalt Lusong at Dobo Spring Site near Alamagosa Springs (NAVFAC photo)

Ease of access to the Dobo Spring site depends on road condition. If conditions allow, vehicles can be parked beside the road on the hill overlooking the intersection of Dobo Spring Road with Alamagosa Springs Road. All the latte features can be seen during the short walk along the crest of the ridge. If vehicles must be left at the intersection of High Road and Alamagosa Springs Road, a considerable walk along Alamagosa Springs Road will be necessary. If conditions are wet, mosquitoes will be present. Hikers may encounter feral pigs and carabao along the way. **Difficulty: Moderate**

East Bonya Site (GHPI 66-02-145B)*

The site consists of six Latte sets extending approximately 325 meters along a ridge. Several of the latte sets are in good condition, with most shafts standing. Some of the shafts are trapezoidal in shape and have capstones that are also trapezoidal. A 1995 investigation placed test units in and adjacent to the only undisturbed latte set on the site. Investigators learned that some of the shafts had been set in pits; others were not.

Archaeologists interpreted this difference as a method for adjusting the standing height of the shafts. **Level of Difficulty: Moderate**

West Bonya Site (GHPI 66-02-145A)**

The site contains seven latte sets; only the largest set is in good condition. It is a 12-Latte set situated near the center of the complex. The set is unusual because it is associated with a retaining wall aligned with the long axis of the foundation. The latte components



Latte Set, E. Bonya Site (NAVFAC photo)



Latte Set, West Bonya Site (NAVFAC photo)

are large and well-shaped. Carbon dates indicate that the house was used between 1285 and 1435. Standing shafts are over a meter above the ground surface. The latte complex includes two 10-Latte sets and other sets that have been disturbed to the extent that the number of latte and orientation of the structures could not be determined. In addition to the latte elements, the site contains several basalt mortars and a surface artifact scatter. Based on archaeological evidence, the high point for occupation of this area was about 600 years ago. Many of the sites in this area appear to have been abandoned prior to establishment of a Spanish colony. **Level of Difficulty: Moderate**

Japanese Lookout

This ca. 900 foot high vantage point overlooking the village of Agat provides a view of much of the island. Located within the Naval Munitions Storage Area (Ordnance Annex), the site can be reached by a short walk from the road. Although the climb is not particularly difficult, it is through loose stones. A large rope is available to assist climbers. Injuries resulting from falls could occur.

Level of Difficulty: Moderate (short but steep climb from vehicle)



Orote Peninsula Viewed from Lookout (NAVFAC photo)

ANDERSEN AIR FORCE BASE

*Pati Point Overlook (GHPI for Pati Point Archaeological Site is 66-07-0016)**

NOTE: Currently under development due to recent construction on Anderson AFB's flight line, as well as limited use of the trail for many years. The trail to Pati Point overlook follows an old Japanese road to a small concrete building (bunker) overlooking the sea. This is the terminus of the trail. Proceeding beyond this point is extremely hazardous and is prohibited. On clear days, Rota is visible on the horizon. The overlook provides a view of the location of an archaeological complex that (not accessible from the trail) that contains both pre-latte and latte components.

The trail and surrounding jungle present many hazards. The footing is rugged in places, and there are extremely steep cliffs adjacent to narrow foot paths, so appropriate footwear and equipment is required. Due to these sit conditions, emergency response capability is very limited. There is no know cellular coverage in the area, so at least two escorts (one at the trailhead and one with the group) are required. Anderson AFB will provide escorts with two-way radios and train them to use the radios. Escorts must check in and out with emergency responders. There are sensitive cultural and natural resources in this area, as well as the potential for unexploded ordnance, so hikers must not stray from the designated trail. Finally, bees and dense foliage also present hazards, so hikers must wear adequate protective clothing. **Level of Difficulty: Very Difficult**