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**DEBRIS INVENTORY  
ATTU ISLAND  
ALEUTIAN ISLANDS, ALASKA**

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## 1.0 INTRODUCTION

Pursuant to United States (U.S.) Army Corps of Engineers (USACE), Alaska District, Contract No. DACA85-91-D-0003 and Delivery Order No. 007, Ecology and Environment, Inc. (E & E), is conducting an environmental evaluation and preliminary remedial alternatives analysis of abandoned Department of Defense (DOD) debris, hazardous and toxic waste (HTW), and petroleum, oil, and lubricants (POLs) at Attu, Amchitka, Great Sitkin, and Kiska Islands in the Aleutian Island Chain, Alaska. This project is in response to a congressional request to USACE to evaluate hazards and remediation alternatives for conditions associated with previous DOD activities on the islands. This report is designated as a reconnaissance level study to identify debris that may present a hazard to human health or the environment. Preliminary remedial alternatives for areas identified during the fieldwork will be evaluated based on information collected during the project. This project is not intended to provide extensive or complete site characterization, contaminant fate determination, or quantitative risk assessment.

This document is a partial submittal and presents the inventory of debris at sites surveyed on Attu Island during this contract. Included are project objectives and scope (Section 1.1), the fieldwork summary and debris inventory tables (Section 2.0), maps (Plate 1, Section 2.0), and the project photographs and photographic log. Chemical analysis results of samples collected during the fieldwork are not included in this document. All sampling data will be presented in a separate Contamination Assessment Report to be produced under this contract.

## 1.1 PROJECT OBJECTIVE AND SCOPE

The purpose of the debris inventory was to document the location, quantity, and nature of debris remaining on Attu Island that resulted from DOD activities.

The areas investigated were limited to sites identified during background research, previous investigations, and on-site interviews.

High priority was given to the following:

- o POL tanks, pipelines, sumps, and pump stations;
- o Drum disposal areas, HTW containers, transformers, and
- o Major buildings and roads.

Other debris inventoried, but considered lower priority, included:

- o Minor buildings, structures, and foundations;
- o Vehicles, antennae, and scrap metal; and
- o Miscellaneous debris.

The debris inventory descriptions and quantity estimates in this report were prepared from information gathered by E & E during the 1991 field season and from aerial photographs. Areas to be surveyed were prioritized on the basis of site history, aerial photographs, previous investigations, on-site interviews with local personnel, and project budget and time constraints. Not all of the island was surveyed. The quantity estimates are in many cases based on judgment calls that could not be field verified. In addition, there is undoubtedly debris present in the surveyed areas that was buried or not readily visible. Due to the extent of military occupation, parts of the island that were not surveyed most likely contain some debris. The reader is cautioned that the debris estimates are intended to be used as preliminary, reconnaissance level estimates only. They are subject to the inaccuracies of the assumptions and contain only the debris noted in this survey. They are not intended to be complete and inclusive of the entire island and are not meant to be used as the basis for construction cost estimates.

## 2.0 DEBRIS INVENTORY

The Attu Island debris inventory fieldwork was conducted from September 9 to September 20, 1991. The field team consisted of:

Lyle Diediker	E & E	Team Leader
Mike Schmetzer	E & E	Engineer
Lynn Fischer	E & E	Chemist
Tim Mayers	E & E	Environmental Scientist
Dale Berry	USACE	On-site Representative

All lodging and meals were provided by the United States Coast Guard (USCG) at the Attu LORAN facility. Air transportation from Kodiak to Attu was provided by USCG. On-site transportation was provided by several sources. One 4-wheel, all-terrain vehicle (ATV), owned by the United States Fish and Wildlife Service (USFWS), and three mountain bikes were the primary means of transportation. On several occasions USCG vehicles were utilized to transport large amounts of sampling gear expediting the inventory of remote locations.

The Attu-Island debris inventory focused on six main areas including Navy Town, Massacre Valley (east and west), Holtz Bay (east and west arms), Chichagof Harbor and Chichagof Point, Casco Cove and Casco Point, and Alexai Point. Additionally, large areas located en route to several of the main areas were inventoried as well. These areas include Engineer Hill, Siddens Valley, Jarmin Pass, and the upper Peaceful River area.

An extensive road system was created on the east end of Attu Island during World War II. Many of the roads still exist. However, the USCG maintains only those adjacent to the LORAN facility and in the surround-

ing areas where supplies are stored. The maintained roads also are utilized by USFWS. Navy Town, Casco Point, and parts of Massacre Valley can be accessed with standard 2-wheel drive vehicles, while accessing areas such as Holtz Bay, Chichagof Harbor, and Alexai Point required mountain bikes and foot travel. For removal activities, all roads in Navy Town can support construction equipment. All bridges are structurally unsafe and would need to be rebuilt prior to removal activities. All roads outside Navy Town require regrading prior to removal activities.

Debris at Navy Town included large fuel storage tanks, 5, 35, and 55-gallon drums, collapsed Quonset huts, several large wooden foundations, steel tanks that had a large amount of spilled tar-like substance around them, and a large amount of general debris (see Table 2-1, Plate 1). An area north of the LORAN facility was identified by the USCG as off-limits due to the presence of unexploded ordnance. This area was not investigated. Debris observed consisted of rusted airstrip matting (Marston matting).

Massacre Valley contained several wooden and concrete foundations, numerous 55-gallon drums, several collapsed Quonset huts, and a large amount of small metal debris (see Table 2-2, Plate 3).

Debris in both arms of Holtz Bay is best characterized as minimal. Remnants of only 7 Quonset huts, metal debris, a small, 4-cylinder engine block, and remnants of an American anti-aircraft gun were identified in the East Arm area (see Table 2-3).

The Chichagof Point area included 55-gallon drums, numerous collapsed Quonset huts, several concrete foundations, and metal debris (see Table 2-4, Plate 4).

Debris at Casco Point included a large number of 55-gallon drums, wooden structures, electronics equipment, utility poles, and general debris (see Table 2-5, Plate 1).

Alexai Point debris included several collapsed Quonset huts, several intact and standing huts, a large amount of metal debris, and a small amount of metal debris (see Table 2-6, Plate 2).

The Engineer Hill area included a large number of collapsed buildings, fuel tanks, utility poles, and general metal debris (see Table 2-7).

Debris in the Siddens Valley area is minimal but includes 1 building, utility poles, and metal debris piles (see Table 2-8).

The Jarmin Pass area had a large number of 55-gallon drums grouped within two major piles (see Table 2-9).

Debris in the upper Peaceful River area includes a large number of drums (mainly in 2 groups), and a large number of buildings and utility poles ( see Table 2-10).

Generally, all wood and metal debris and structures contained in the inventory tables have been subjected to 40 years of weathering and are in very poor condition. Damaged or collapsed fuel tanks can be assumed to contain no fuel. Those without damage noted probably still contain product. It is assumed that less than 50 percent of the drums not sampled due to inaccessibility contain product.