

Chuuk Lagoon

GENERAL INFORMATION

TRAVEL TIME

Approximate travel time from the UK to Chuuk is 2 days (incorporating time difference). Suggested route is via Asia and Guam.

AIRPORT TERMINAL FEE

Passengers travelling within the Federated States of Micronesia (FSM) are required to pay an airport departure tax, for Chuuk this is currently 40US\$

TIME ZONE

The local time is 10 hours ahead of UTC (GMT).

PASSPORT AND VISAS

Passport holders of most western countries may obtain a visa on arrival which allows stays up to 30 days. Please ensure your passport has validity of at least 6 months upon arrival into Chuuk. For more information please visit www.visit-fsm.org. All flights to Chuuk International Airport (TKK) require transit via Guam, United States. All non-US citizens must obtain a US visa or Electronic System of Travel Authorization (ESTA) prior to travel. ESTA applications should be made online at least 72 hours prior to travel.

LANGUAGE AND RELIGION

The spoken language in Chuuk is English along with a variety of local dialects and Micronesian languages. In Chuuk, Clan culture is at the forefront, whilst in other Micronesian states the Congregational Church features strongly within the culture.

CURRENCY

The local currency is the US Dollar (US\$). The majority of established hotels, shops and restaurants accept major credit cards. However, smaller establishments are likely to only accept cash payments. ATMs are available, however guests are advised to exchange money prior to arrival and to ensure you have small denominations on hand.

ELECTRICITY

Onboard our yacht there are both 220V and 110V with 2 round pin sockets, European style. There are universal adapters available, however, we do advise guests to bring their own to ensure you have the amount necessary.

TELEPHONE

Most mobile phones which have "roaming" will function during your cruise, however service signal strength can be very weak and some areas of your cruise may not be covered at all. The cost of calls made is determined by your service provider. We do have satellite phone communication which can be used by guests in the event of an emergency.

CLIMATE AND WEATHER

Chuuk, as part of the Federated States of Micronesia (FSM), is a tropical country and the climate is fairly even all year round. The average high is 30°C (86°F) whilst the average low is 25°C (77°F) throughout the year. The highest rainfall occurs during in the summer months (Jun-Sept) whilst trade winds come mainly from the northeast between December and June.

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SAMPLE ITINERARY FROM LONDON

Thursday 06 FEB

- PR721 LHR 22:00 - MNL 18:45 + 1 (overnight, direct flight with Philippines Airlines)

Friday 07 FEB

- Arrive MNL 18:45 and overnight in Manila hotel (suggest Belmont Hotel near T3 with late check-out)

Saturday 08 FEB

- UA184 MNL 22:55 – GUM 04:40 + 1 (overnight flight with United Airlines)

Sunday 09 FEB

- Arrive GUM 04:40 then UA133 GUM 09:20 – TTK 11:08 (United Airlines) and embark Truk Master in the afternoon

Sunday 09 FEB – Sunday 16 FEB

- Truk Master (7 nights)

Sunday 16 FEB

- Disembark Truk Master around 12:00 noon and stay overnight in hotel

Monday 17 FEB

- UA132 TTK 15:15 – GUM 16:55 (United Airlines) and overnight in Guam hotel for 2 nights*

Tuesday 18 FEB

- Enjoy Guam (possible morning dive, WW2 land tour, etc) and overnight

Wednesday 19 FEB

- UA183 GUM 19:15 – MNL 21:50 and overnight in Manila hotel (suggest Belmont Hotel near T3)

Thursday 20 FEB

- PR720 MNL 13:15 – LHR 20:35 (same-day direct flight with Philippines Airlines)

NOTE 1

The following sample itinerary is based on the flights currently available for 2019 so we cannot confirm 2020 flight schedules until about 11 months in advance. It is unlikely the Philippines Airline flight London Heathrow -Manilla would change much from 2019 to 2020, and they have recently upgraded the aircraft on this flight to a Boeing 777-300ER. The United Airlines flights between Manila and Guam, and Guam and Truk, had a few schedule changes from 2018 to 2019 so we might expect 2020 to have a few changes as well.

NOTE 2

When we book the full itinerary with flights, we require 48 hours stopover in Guam. This is because the United Island Hopper is at the end of the route for the TTK-GUM flight and it has been delayed by over 24 hours in the past. This stopover provides a safety buffer to prevent missing the ongoing international flights. Plus you can relax and off-gas in Guam, with possibility for even more diving and WW2 history.

LUGGAGE ALLOWANCE

Philippine Airlines luggage allowance LHR-MNL

- 2 checked bags at 23kg each

United Airlines luggage allowance

- 2 checked bags at 23kg each when booking GUM-TTK/TKK-GUM or MNL-GUM-TTK/TKK-GUM-MNL. However if the GUM-TTK/TKK-GUM flight is booked by itself (without including the MNL flight as well) then the luggage allowance is only 1 checked bag and a second bag can be purchased at the airport for \$40 (subject to change).

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THE FINANCES

TRIP PRICE INCLUSIONS

- Full board, snacks, soft drinks, juices, water, freshly brewed coffee & tea
- Deck and bath towels, bed linen, and shampoo
- Non-divers receive a 10% discount on the cruise price

TRIP PRICE EXCLUSIONS

- International and domestic flights
- 80% extra charge for single occupancy
- Marine park & port fees - 7 nights: \$195; (this includes \$50 Chuuk dive permit)
- Rental equipment
- Staff tips – in cash only!!!
- Beer, wine, spirits
- Laundry
- Dive courses
- Master Liveboards merchandise

TANKS

- 7 litre Aluminium Stage Cylinders @ \$6 per day
- 12 Litre Aluminium Stage Cylinders @ \$6 per day
- 12 Litre Aluminium Twin Sets @ \$12 per day
- 10 Litre Aluminium Twin Sets @ \$12 per day
- 3 Litre Steel CCR Cylinders (inline valves) @ \$12 per day
- 2 Litre Steel CCR Cylinders (inline valves) @ \$12 per day

All CCR Cylinders have standard DIN valves. If you require M26 you must bring an adaptor with you.

GASES

- Oxygen @ \$0.07 per litre
- Helium @ \$0.20 per litre
- EAN 29 Weekly package deal @ \$100

There is a minimum gas charge per fill of \$10

SOFNOLIME

- Sofnolime 797 @ \$13 per kg

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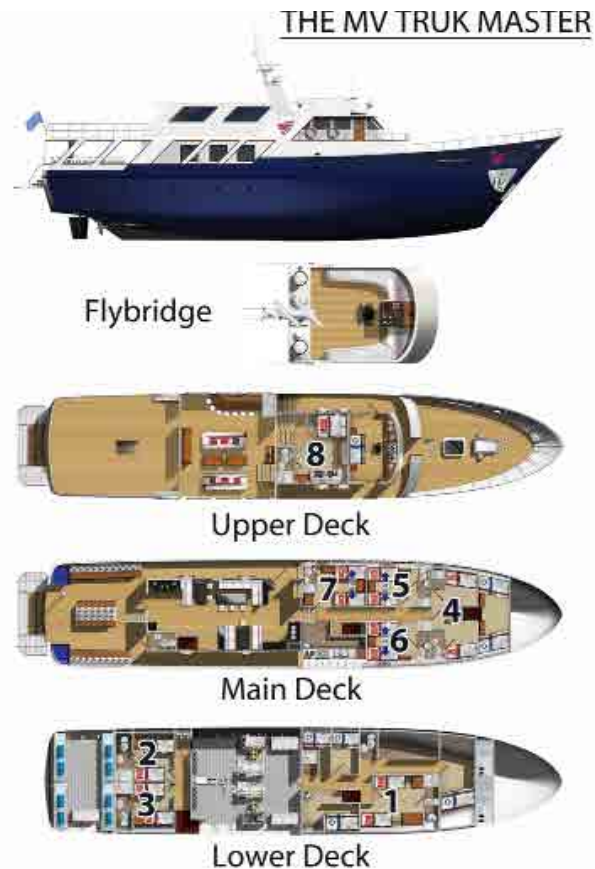
M/V TRUK MASTER

THE VESSEL

M/V Truk Master is the latest vessel to join the Master Liveboards luxury fleet in 2016 providing divers the opportunity to explore one of the most popular diving destinations in the world, Truk Lagoon. Beginning May 2018, Truk Master will spend a season each year sailing the exclusive area of Bikini Atoll in the Marshall Islands.

LAYOUT

With comfortable accommodation for up to 16 guests, the steel-hulled M/V Truk Master boasts eight twin and double cabins with a choice of standard, premium and deluxe cabins. Each cabin benefits from en-suite bathroom facilities and individually controlled air-conditioning.



The main deck enjoys a spacious indoor dining room along with a camera station complete with numerous charging points and storage space. Unwind and relax after a fantastic day of diving in M/V Truk Master's indoor lounge and bar with a plasma screen which is ideal for movie and photo viewing. Alternatively, why not head out to the shaded outdoor relaxation area or the large sundeck and sink into a lounge chair to soak up the atmosphere.

The vessel benefits from a large dive deck with individual set up stations, under-bench storage and camera table with a large entry platform to the rear of the vessel. This fantastic new vessel will also be able to cater for recreational, technical and rebreather divers.

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THE WRECKS

SHINKOKU MARU

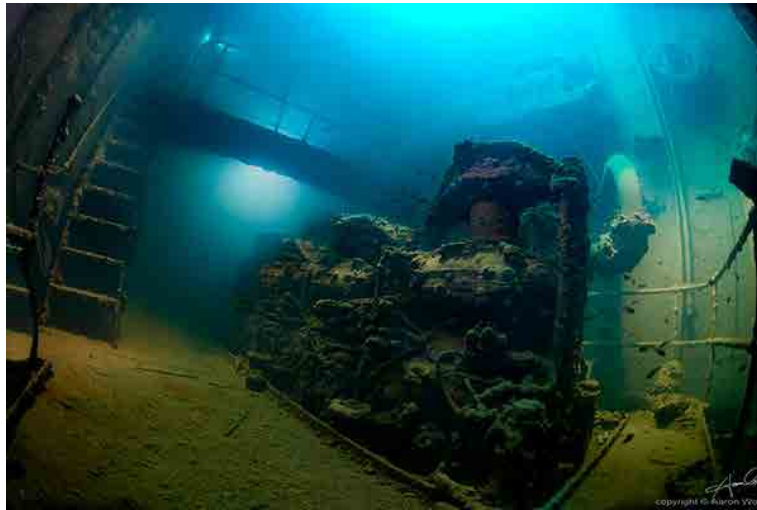
THE DETAILS

- Length: 152m
- Beam: 20m
- Max Depth: 40m
- Min Depth: 12m

The Shinkoku Maru was a 152m, Naval Tanker built in 1940. Her first voyages were carrying oil from the United States to Japan, prior to the embargo. In 1941 the Imperial Japanese Navy then converted her to a fleet oiler and her most noteworthy mission was her participation in the Pearl Harbor attack. The Shinkoku Maru arrived in Chuuk on February 14th 1944 just 3 days prior to the carrier air strikes of Operation Hailstone. She survived two days of attacks and two aerial torpedo hits until finally sinking in mid lagoon.

She sank upright and rests on her keel with the minimum depth at the superstructure at 12m, the main deck area at 20m and the sea bed at 40m. The Shinkoku Maru is one of the most interesting wrecks and a "must dive" wreck at Chuuk Lagoon primarily due to its luxurious vivid corals, anemones, fan corals, various sponges, schools of juvenile fish along with a great collection of shipboard artifacts. The ship has many interesting features, including a photogenic bridge with 3 telegraphs; the superstructure has good bathrooms, a medical room, huge diesel engines for sure need some exploration and the guns fore and aft round up the deck attractions.

KENSHO MARU



THE DETAILS

- Length: 117m
- Beam: 15m
- Max Depth: 40m
- Min Depth: 19m

The Kenschu Maru was a 117m, Passenger Cargo ship built in 1938. Following its requisition by the Japanese Navy, she provided various duties, primarily transporting military personnel and supplies. A fragmentary radio message was intercepted from Palau to Hiroshima indicating that the Kenschu Maru was one of the many ships sunk at Chuuk Lagoon during Operation Hailstone. The Kenschu Maru was at anchor in the lagoon seeking repairs for major damage when she fell victim to a bomb dropped by

aircraft from the USS Yorktown causing a large fire amidships. Whilst the bomb failed to sink her, an attack the following day would seal her fate.

She is now lying upright with a 20 degree list to port and is in relatively good condition. The superstructure is at 18m, the deck at 24m, and the sea bed at 40m. The engine room is one of the best to explore of all the wrecks in Chuuk Lagoon. The height and width plus with the addition of the skylight makes for some truly special photos. She has a well-preserved pilothouse, cabins and galley. On the bridge is a large set of binoculars, telegraph, compass, radio equipment and a strong box. Aft of the bow is a 3" gun and shells and below decks are beer and saki bottles. In the cargo hold is plumbing piping, valves, sinks and oxygen tanks.

AMAGISAN MARU

THE DETAILS

- Length: 136m
- Beam: 21m
- Max Depth: 60m
- Min Depth: 30m

The Amagisan Maru was a large 136m cargo/passenger ship serving the Japan-New York Line. In 1943 the Japanese Navy took her over for use as a special transport. She was later one of the four ships escorted to Truk for repairs along with Seiko, Kyosumi, and Yamagiri. On February 17th 1944, during the Chuuk attack she was sunk by an aerial torpedo while carrying aviation fuel and diesel oil drums in her holds. A large bomb initially hit her, and then she was hit by one or perhaps two torpedos forward and aft, ripping her and igniting her fuel oil.

The ship is one of the largest wrecks in the lagoon and she rests with a heavy list to port on a slope that gets progressively steeper towards the stern. The maximum depth at the sea bed by the stern is 60m with the stern gun located at 55m. The main superstructure starts at 30m. She has six holds containing aircraft spares, bikes trucks and fuel drums, and was designed with an extended bridge island amidships with holds served by kingposts built at the fore and aft ends of the island. Pairs of larger holds are located fore and aft of the midships island with tall topmasts mounted atop goal-post kingposts positioned between each pair and a 3m paravane used for mine sweeping hanging off the port side. There is a large hole from the torpedo hit on the starboard side of the hold. At the stern is the intact deck gun and burned planking. Her most interesting features include a photogenic bow gun, torpedo holes and "staff cars" in hold number two a tank truck on the sea floor, mine sweeping paravanes on deck, and a matching stern gun deep at stern.

NIPPO MARU

THE DETAILS

- Length: 107m
- Beam: 15m
- Max Depth: 47m
- Min Depth: 27m

The Nippo Maru was a 107m length Passenger-Cargo Ship launched in Kobe, Japan in 1936. The Nippo Maru was seized by the Japanese Navy in 1941 to transport water and artillery. She was fitted out to carry water container tanks with a general mission to supply water, ordnance and ammunition to naval forces in the Mandated Islands. On February 17, 1944 she was at anchor, carrying water, firewood, troop armaments, a battle tank and a truck to various Pacific Islands. During the first strike of Operation Hailstorm, she was attacked by TBF Avengers from the USS Essex that scored three hits in the mid and aftship areas causing heavy damage and starting fires. She went under within 2 hours of that attack.

She rests on an even keel with a 20-30 degree list to port lying now at 45 m. The Nippo Maru is not only a wreck dive full of memorabilia but also a fantastic scenery dive, often with some pelagic action. With the superstructure at 27m, the deck at 36m and the sea bottom at 47m she is one of the deeper wrecks in the lagoon. The wreck has a layer of colorful corals and sponges inhabited by a wide selection of macro

life, such as nudibranch, and also has tropical fish attracting bigger fish like grey reef sharks, eagle rays and school of tunas and jacks. From the bridge, which is in great shape, you can descend to the holds, discovering a good number of types of artillery, ammunition, tank and land mines as well as personal

Notes



belongings from the crew. No. 1 and 2 holds contain large bronze range finders and a Type 97 Tank, minus the turret gun which was how they were sometimes transported. There is a large galley and crew quarters below the bridge. Three howitzers are on the deck near the No. 4 hold. In the No. 4 hold are hundreds of beer bottles, radio equipment and a variety of items. In the aft most hold are barrels for 5" guns. Two AA guns have fallen off the ship and are on the floor nearby. The starboard side offers several light anti-tank guns with rubber wheels. The Nippo Maru has such an interesting cargo making it one of the most exciting wrecks in Truk Lagoon, and it is often visited.

HOKI MARU

THE DETAILS

- Length: 136m
- Beam: 17m
- Max Depth: 53m
- Min Depth: 33m

The Hoki Maru, launched in 1921 was originally a cargo ship with accommodation for twelve passengers. In 1942 whilst on a voyage from Fremantle to Colombo, she was seized by the Japanese auxiliary cruisers Aikoko Maru, and the Hokoko Maru. She was renamed the Hoki Maru and rated as a 'special transport'. Early in January 1944 the ship left Yokohama loaded with a full cargo of coal and other defence materials bound for Truk. When she got there she had no time to offload her cargo before she was bombed and sunk.

The Hoki now rests on the seabed at a maximum depth of 50 meters. The wreck is well broken up and a large piece of her stern has disappeared altogether. The wreck is famous for its cargo of intact trucks and tractors, which rest partly on the hatch, cover beams on the second 'tween deck. The trucks are all complete with mudguards, headlights, and tyres. Some still have glass in their side windows. There is also a steamroller and a sort of bulldozer. They are all packed closely together and it is a bit spooky to see them all sitting there in the yellow green light. Soon however clouds of silt obscure them so it is time to move on. The Hoki is littered with rice bowls, glass containers, mainly bottles, and some interesting toilet bowls. The Hoki Maru is another wreck sitting upright in the Fourth Fleet Anchorage loaded with cargo. At the time of the Hoki Maru US attacks she was carrying a large amount of aviation fuel in the forward holds which caused a huge explosion now leaving only remains of the forward part of this ex-New Zealand ship.

SAN FRANCISCO MARU

THE DETAILS

- Length: 117m
- Beam: 20m
- Max Depth: 62m
- Min Depth: 32m

The San Francisco Maru was a 117m, Passenger-Cargo ship built in 1919. She was part of a fleet involved in world trade operations in minerals such as coal, bauxite, and phosphate for transportation to the Empire. It was commissioned into the Japanese Imperial Navy during WWII and was used to transport war materials between Japan and its Pacific Island territories and occupied islands. The San Francisco Maru had arrived in Truk on 5 February 1944. She did not appear to be harmed on the first days of the air strike, but on 18 February 1944, a TBF Avenger from the USS Essex, an amphibious assault ship, dropped a 500-pound bomb that hit midship, starting a large fire. The ship was seen devoured in smoke and flames and it sank stern first.

Sitting on the sea bed at around 62m, the top deck is at 50m, and shallowest parts of the ship are the two masts at 32m. This wreck is loaded with war materials and one of Chuuk Lagoon's most fascinating wrecks. At the bow is a 75mm (3-inch) bow gun that points off the port side, and 3 armored 3-man light tanks and a flatbed truck are located on the main deck. The tanks are Mitsubishi manufactured Japanese Light Type 95 HA-Go tanks with half-inch armor. The various holds are filled with crates of detonators, mines, large coils of cable, crates of artillery shells and aircraft bombs. Two large trucks are located in hold number 2 and the other holds are filled with interesting war material, such as fuel drums, hose sections, ammunition crates, torpedo bodies, aircraft bombs, depth charges, airplane engines and aircraft wheel assemblies. It is due to the amount of cargo onboard that this wreck is also known as the "Million Dollar Wreck", it is certainly one wreck not to be missed while diving in Chuuk.

SHOTAN MARU

THE DETAILS

- Length: 86m
- Beam: 7m
- Max Depth: 55m
- Min Depth: 35m

The Shotan Maru was a 86m cargo steam ship built in 1943. This is a medium sized freighter built to Standard 1D in 1942, a wartime design. Upon completion she was transferred immediately to the Imperial Japanese Navy (IJN). Her last arrival into Truk Lagoon was on February 6th with a cargo including 100 belly tanks for Zero fighter planes. The Shotan Maru was attacked by Douglas Dauntless dive bombers from the USS Enterprise on February 18th. Heavy damage was reported from a bomb hit just aft of amidships and the ship sank quickly.

The Shotan Maru sits upright in 55m of water sitting in a valley with a sand hill on the starboard side.. On the forward holds there used to be 3 crane trucks. One is on the port side in the sand and another two have been knocked down into the forward hold below. Inside the front holds there are many beer bottles, ammunition, a large portable generator, fuel drums, cement bags and ink bottles. Over the bridge there is a nice array of beautiful pottery with a dark blue rim, on some you can still see the initials of the maker. Pottery is also scattered around the wreck in the adjacent reef. The aft hold is where the bomb that sunk her detonated taking out all of the bottom. So you can see the bedrock she rests on. The mast is still there but bent to the side. On the stern is a gun beautifully overgrown with coral and sponges. Aft of the superstructure anti aircraft guns have fallen through the deck, and sit one level down. Then, there are two anti-aircraft machine guns near the engine room skylights. The well preserved engine room is accessible from the superstructure. In the heavily damaged aft holds you can find china saki carafes, plates, china cups and several wheelbarrows. There is a gun on the stern and also an emergency steering helm.

AIKOKU MARU

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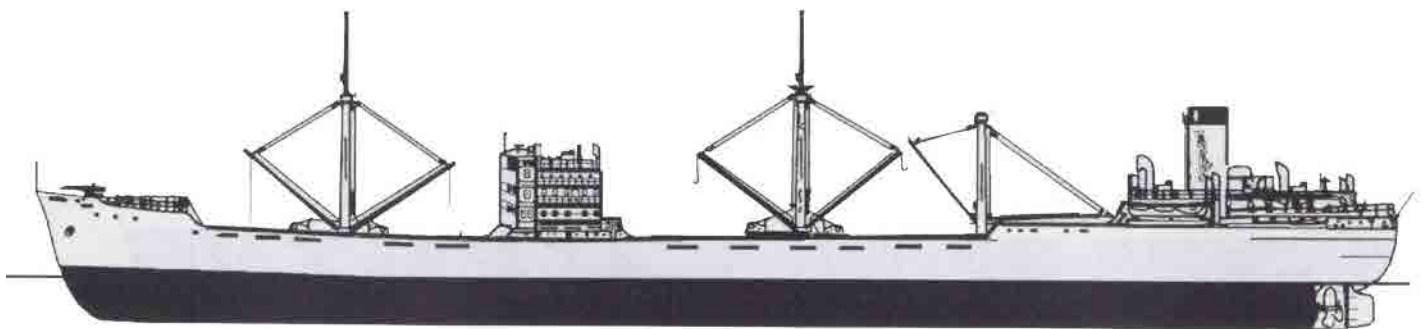
THE DETAILS

- Length: 160m
- Beam: 20m
- Max Depth: 64m
- Min Depth: 25m

Aikoku Maru was a 160m ship originally designed as a large passenger-cargo ship. As part of the Japanese Navy's secret mobilization plan for wartime acquisitions, the Aikoku Maru was requisitioned by the Japanese Navy immediately following its completion. The Aikoku Maru arrived at Chuuk Lagoon shortly before Operation Hailstorm to find that most of the capital ships had evacuated the base in anticipation of an impending American attack. Aikoku Maru began loading ammunition and making preparations for departure to Rabaul, loading troops of the 1st Amphibious Brigade but on February 17th 1944, she was attacked by planes from the USS Intrepid and USS Essex that hit her with 500-lb. bombs. The first bomb exploded in the officer's wardroom, causing a fire, she was hit three more times in this attack, and was hit again in the second attack by a torpedo which set off the ammunition in hold number one which sheared off the bow. Aikoku Maru sank in two minutes with most of the 945 crew and passengers.

The wreck of Aikoku Maru is a popular technical dive in the waters of Chuuk Lagoon. The wreck is upright, with the bridge at 40m, deck at 48m and the sea bottom at 64m. The remains of an anti-aircraft gun on top of the aft deckhouse is often photographed, as are the scattered dishes and kitchen utensils in her galley. The foreship has literally been blown away. Anti aircraft guns sit atop the aft deckhouse and her stern gun still points upwards. The engine room is a fantastic feature of the dive. You can access into via the main superstructure at the starboard side of the vessel forward, amongst the mangled wreckage. There are loads of remains down in the lower sections of the engine room. Much care must be taken not to disturb anything.

SEIKO MARU



-Lindemann

THE DETAILS

- Length: 119m
- Beam: 16m
- Max Depth: 56m
- Min Depth: 25m

The SS Seiko Maru was launched July 17, 1940 as a modern cargo vessel of a then unique design with engines aft rather than amidships. This design offered increased cargo hold space eliminating a space robbing propeller shaft tunnel and a need for extended shaft and bearings. She provided worldwide cargo hauling from Japanese ports to America, Australia and Europe, and passenger service between China and Japan. The Seiko Maru had been requisitioned by the Imperial Japanese Navy and was shifted from worldwide cargo shipping duties to transporting war material between the Empire and the Inner South Seas due to its design advantages along with heavy cargo lifting gear .

On February 17th 1944 The Seiko was positioned at Truk's 4th Fleet Anchorage awaiting service. She was located at anchor by attacking aircraft from the USS Enterprise. She was hit by bombs on both sides of the aftship near the rear hold resulting in large explosions that reportedly blew out the sides of the ship. She was also attacked later that day by planes from the USS Essex. The Seiko Maru was still afloat when air operations ended mid-day on February 18th. However, she finally succumbed to the damage inflicted upon her, sinking the next day surprisingly with the loss of only one man.

The Seiko Maru rests fairly deep on an even keel with a slight list to starboard. Her forecastle deck lies at 36m with the main deck at 42m. The bottom of the holds reaches 47m and the sea bottom is at 56m feet. There is a field artillery piece on the bow and torpedo bodies in Hold No. 1. The wreck is in a reasonably good stage of preservation, but due to its depth, it is rarely visited. The ship bell has been removed and is located in the fishery building on Moen. Inside the cabins below are personal effects lying around. Small side rooms contain the latrines, china and radio equipment. In the aft contain a few airplane propellers, the remaining cargo holds are empty. The compass on the bridge still functions