Popular Wreck Dives In Truk Lagoon

There are over 40 wreck sites that visitors to Truk Lagoon can dive and this is a list of some of the more popular wrecks. Average depths are a rough estimate of where you would spend time visiting the most interesting parts of a wreck. Wreck sites are listed alphabetically. Wrecks in blue have large ship moorings for liveaboard dive vessels.

**Aikoku Maru**

The Aikoku was being used as a special troop transport ship and when attacked, a massive explosion completely destroyed the fore part of the vessel leading to the rest of the ship sinking in less than 2 minutes with a great loss of life. The stern now sits upright with anti-aircraft guns and the large stern gun still pointing skywards where they last fired moments before the ship sank. On the upper deck memorial plaques commemorate the hundreds of lives lost when the vessel sank.

- **Min Depth 40m/131ft**
- **Avg Depth 45m/148ft**
- **Max Depth 64m/210ft**
- Upright

**Amagisan Maru**

The Amagisan was a large passenger-cargo vessel that now sits upright on the seabed, listing sharply to port. The seabed under the Amagisan slopes away towards the stern leaving the stern much deeper than the bow. Interesting guns can be found at both the bow and the stern gun platforms. The forward holds contain a car, bicycles, aircraft parts and hundreds of 55-gallon fuel drums. There is a tanker truck lying on the seabed next to the vessel.

- **Min Depth 30m/99ft**
- **Avg Depth 35m/115ft**
- **Max Depth 62m/203ft**
- Upright

**Betty Bomber**

The Betty Bomber is a relatively intact Japanese bomber although the two engines are located a short swim away from the main wreckage. On the seabed surrounding the plane are many artifacts from inside the aircraft including the radio, machine guns and toilet. It is possible to enter the fuselage and swim all the way through if desired.

- Max Depth 18m/60ft
- Upright

**Emily Flying Boat**

The Emily was a large Japanese flying boat, powered by 4 powerful Mitsubishi engines which are still present. Before sinking the Emily was badly damaged and now lies broken in 3 large sections on the seabed. The nose cone with its glazed windows, pontoon floats and numerous artifacts still lay scattered around the wreck.

- Max Depth 15m/49ft
- Upside Down

**Fujikawa Maru**

A must dive on any trip to Truk Lagoon the Fujikawa is probably the most famous wreck in the lagoon. Inside the holds divers will find the remains of Japanese fighter planes, spare plane parts (belly tanks, propeller blades, tires and wheels), shell casings, machine guns, gas masks, cooking utensils, beer bottles fuel drums and much, much more. Large guns sit on the bow and stern. Although the roof of the engine room has collapsed in recent years penetration of the machine shop with lathe, bench drill, grinding wheels and air compressor is still possible.

- **Min Depth 9m/30ft**
- **Avg Depth 25m/82ft**
- **Max Depth 37m/121ft**
- Upright

**Fujisan Maru**

The Fujisan was a large Japanese tanker that now rests upright on the seabed with a 45-degree list to port with the bow sitting around 10m/33ft deeper than the stern. The main superstructure is readily accessible. Extensive bomb damage is evident around the stern.

- **Min Depth 37m/121ft**
- **Avg Depth 49m/161ft**
- **Max Depth 62m/203ft**
- Upright
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**IJN Fumizuki**

The Fumizuki was a Mutsuki class destroyer that is now starting to slowly disintegrate. The bow section has broken away and rests on its side with the bow gun now lying on the seabed. It is possible to see the torpedo launchers and associated turret just forward of the damaged bridge that has broken away from the main ships superstructure and now rests upside down next to the vessel. At the stern, the large starboard propeller still sits proud of the seabed. On the deck, depth charge throwers can still be seen along with the many artifacts that are scattered all around.

**Gosei Maru**

The Gosei provides an excellent multilevel dive that starts at the bow in 35m/115ft of water and goes all the way up to the stern at 3m/10ft. On the way, you can see the remains of the cargo of torpedoes and many other artifacts in the open holds. The Gosei was an aft-engined coastal freighter and the shallow depths around the stern enable easy exploration of the engine room, propeller, galley and bathrooms.

**Heian Maru**

The Heian Maru was a prestigious passenger-cargo liner that the IJN converted into a submarine support ship and tender. The Heian is the largest known wreck still in the lagoon and she offers plenty of interesting places to explore and fantastic artifacts to view. The forward cargo holds contain torpedoes, shells and associated handling equipment. Elsewhere there are periscopes, china, telephones, radio equipment, medical kits and beer bottles. At the stern are 2 large propellers and a single rudder. On the bow, the Heian’s name is still clearly visible in both English and Kanji characters.

**Hoki Maru**

The Hoki is a unique vessel in the lagoon being captured at sea by the Aikoku Maru as a Japanese war prize and is now Truk’s premier underwater parking lot! Still sat in the aft hold are many trucks, most still in excellent condition, tractors and a bulldozer that is precariously balanced on the cross-beams of the hold. Also, at the stern, the vessels twin propellers and rudder can be viewed. The fore part of the ship was largely destroyed when aviation fuel the ship was carrying exploded blowing the top of the second forward hold up into the air, which then came crashing down on the bridge area crushing much of the main superstructure.

**Hokuyo Maru**

Due to the number of world-class wrecks surrounding the Hokuyo, she doesn’t get dived as much as she deserves. The vessel is relatively intact and both the forward and after masts are still standing. Much of the main superstructure was damaged by fire but the ships telegraphs and steering binnacle can still be found.

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Hoyo Maru

The Hoyo was a large Japanese tanker that was heavily attacked before she turned turtle, broke in two and sank. Her upturned hull is almost totally covered in coral and has become a huge artificial reef. In fact, divers could be excused for thinking they are diving on a reef until they come to a large bomb hole that leads into the engine room.

Min Depth 5m/16ft
Avg Depth 18m/60ft
Max Depth 35m/115ft
Upside Down

I-169 Submarine

The Japanese submarine I-169 is the only known submarine wreck in the lagoon. The forward section was blown apart by Japanese depth charges after the submarine was accidentally flooded. The conning tower is still almost complete but lies to the side of the submarine. The aft section is relatively intact. This is one of the few wrecks in Truk where no penetration is recommended.

Min Depth 30m/99ft
Avg Depth 33m/108ft
Max Depth 42m/138ft
Upright

Kensho Maru

The Kensho’s interesting and accessible engine room makes this a favorite dive for many visitors to Truk. In the main superstructure, you can visit the galley, bathrooms, toilets, radio room and bridge that still has its engine order telegraph. At the bow is an interesting gun and in the after holds you can find a salvage pump, gas bottles, batteries and cooking utensils. At the stern, it is possible to swim past the steering equipment and out through a bomb hole.

Min Depth 12m/39ft
Avg Depth 23m/75ft
Max Depth 38m/125ft
Upright

Kikukawa Maru

The Kikukawa is an unusual wreck in Truk in that she was not sunk by enemy action but by a fire that broke out onboard whilst she was at anchor. Munitions in her after holds ignited totally destroying the aft part of the ship and sinking the salvage tug Ojima and a number of landing craft that were alongside providing assistance.

Min Depth 21m/69ft
Avg Depth 25m/80ft
Max Depth 38m/125ft
Upside Down

Kiyosumi Maru

The Kiyosumi was a relatively large vessel that now rests at modest depths offering plenty of opportunity for exploration. Huge gun mounts can be seen on the deck although guns were not fitted when she sank. There is, however, a twin barreled anti-aircraft gun in the wreckage of the main superstructure close to the still accessible engine room. In the after holds are remains of a bicycle, spare propeller blades, 55-gallon drums and on deck, you can find a torpedo launcher.

Min Depth 12m/39ft
Avg Depth 23m/75ft
Max Depth 33m/108ft
Lies on Port Side

Momokawa Maru

The Momokawa’s holds are packed with all kinds of goods and equipment including aircraft engines, landing gear, propeller blades, aircraft body parts, trucks and artillery shells. The ships telegraph and steering binnacle are still visible inside the bridge. The engine room is easily accessible through the skylights as is the galley, accommodations and bathrooms via the main superstructure.

Min Depth 27m/89ft
Avg Depth 30m/99ft
Max Depth 43m/141ft
Lies on Port Side

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**Nagano Maru**

Hidden down in the hold of this cargo ship is an unusual tracked truck as well as a bulldozer, second truck, large construction equipment and trailers. China can be found in holds as well as in the superstructure. Interesting engine room that can be accessed numerous ways.

Min Depth 40m/131ft  
Avg Depth 55m/180ft  
Max Depth 64m/210ft  
Upright

**Nippo Maru**

The Nippo is a fantastic wreck with lots to see and is a favorite amongst many divers who visit Truk Lagoon. On the forward deck, there is a small Japanese battle tank, the remains of a truck and a twin barreled anti-aircraft gun. Down in the holds are various types of munitions, range finders, mess gear, beer bottles and water tanks. On the aft deck are 3 howitzer type field guns with more interesting cargo down in the holds. On the seabed next to ship lie the remains of another truck and twin barreled anti-aircraft gun amongst many other artifacts from the wreck. The bridge is very photogenic with the ships telegraph and steering binnacle still intact.

Min Depth 21m/69ft  
Avg Depth 30m/100ft  
Max Depth 47m/154ft  
Upright

**Rio De Janeiro Maru**

The Rio was a large 8-deck passenger-cargo liner that was converted into a submarine tender in the early part of the war, before being converted a second time into a special transport vessel. Even though the Rio rests in 35m her port side comes up to less than 10m/33ft making her an excellent dive for divers of all levels. Massive fires burned in the fore part of the ship before she sank causing shells there to explode from the inside due to the intense heat greatly weakening the bow section which is now starting to collapse. In her rear holds are hundreds of beer bottles, some still in their cases. The stern of the Rio has an impressive gun set on a large platform, docking telegraph and 2 photogenic propellers set between a single rudder. Look carefully on the stern and although now hard to make out her name and homeport of Tokyo can still be read.

Min Depth 9m/30ft  
Avg Depth 23m/75ft  
Max Depth 35m/115ft  
Lies on Starboard Side

**San Francisco Maru**

No doubt the most famous deep dive in the lagoon, the San Francisco is often referred to as the million-dollar wreck due to the estimated value of the cargo found on board. Sat on the deck at 49m/161ft are 3 Japanese battle tanks. On the tween deck of the second hold sit 2 tanker trucks. Hemispherical mines can be found inside the first hold along with aerial bombs, boxes of cordite, shell casings and detonators. Sat on a platform at the bow is an impressive gun. The engine room is accessible through the skylights, which then give easy access to the rear holds that are full of ammunition, torpedoes and depth charges.

Min Depth 37m/121ft  
Avg Depth 49m/161ft  
Max Depth 62m/203ft  
Upright

**Sankisan Maru**

A massive explosion totally destroyed the aft part of the Sankisan apart from the very stern, which was blown into deeper water. Now the propeller and rudder sit upright in 48m/157ft on the edge of the huge crater caused by the explosion around 100m/330ft away from the rest of the ship. The stern is rarely visited instead divers tend to concentrate on exploring the forward holds which contain thousands of bullets, truck chassis, machine guns, aircraft engines and lots of small medicine bottles. Some of the best soft corals in the lagoon are found on the decks and masts of the Sankisan.

Min Depth 3m/10ft  
Avg Depth 23m/75ft  
Max Depth 48m/157ft  
Upright

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Seiko Maru

The Seiko is an aft-engined cargo ship that has a small field gun on the bow and a number of long lance torpedoes in the forward hold. In the aft holds there is a variety of construction equipment and lumber. It is possible to enter the engine room through the skylights and exit through the torpedo hole at the stern. The main superstructure contains many artifacts including bottles, boots and china and the ship’s steering binnacle and telegraph are still present on the open bridge.

Min Depth 21m/69ft
Avg Depth 35m/115ft
Max Depth 53m/174ft
Upright

Shinkoku Maru

Amazing coral growth and lots of interesting marine life make this a standout wreck dive in Truk Lagoon. The large engine room is accessible through a torpedo/bomb hole on the port side. Both bow and stern guns are intact and heavily encrusted with life. Inside the superstructure is the sickbay complete with operating table. Elsewhere there are accommodation spaces with tiled baths, galley and lots of fueling hoses. There are 3 telegraphs in the remains of the bridge and piles of artifacts lay scattered all around the decks.

Min Depth 9m/30ft
Avg Depth 23m/75ft
Max Depth 39m/128ft
Upright

Shotan Maru

The Shotan was one of the few ships underway when attacked in the lagoon and now offers an interesting dive. A large portable generator and the damaged remains of trucks can be found inside the forward holds along with various munitions, bottles and china. On top of the main superstructure anti-aircraft guns have fallen through the top deck and now rest one deck down. The engine room, which is in good condition, is accessible from inside the superstructure as the skylights are closed. The aft holds are heavily damaged, the ship almost being split in two from the bomb damage that caused her demise. On the stern sits a gun on its platform as well as the emergency helm position.

Min Depth 37m/121ft
Avg Depth 42m/138ft
Max Depth 58m/190ft
Upright

IJN Susuki (Patrol Boat 34)

Patrol Boat 34 originally started life as the IJN destroyer Susuki. After conversion to a patrol boat, she was damaged in a collision in New Guinea and was sent to Truk for repair where a makeshift bow was welded together and fitted. She survived the American Hailstone raids in February and April, but she was later attacked in July during a routine bombing raid that caused her to catch fire and sink. Due to her shallow depth, she is also a popular snorkel site although the visibility can be poor.

Min Depth 7m/23ft
Avg Depth 12m/39ft
Max Depth 18m/60ft
Upright

Unkai Maru

It is still possible to read the gun makers markings on the Unkai’s bow gun showing it was manufactured in 1898. The forward holds contain many personal items including gas masks, shoes, china (with the 5 pointed blue star insignia of the IJA) and numerous bottles. The engine room is small but accessible just aft of which is a small galley. The aft holds are largely empty. On the stern are depth charges and an old fashioned steering quadrant.

Min Depth 18m/60ft
Avg Depth 25m/82ft
Max Depth 44m/144ft
Upright
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Yamagiri Maru

A popular wreck with divers, the Yamagiri is famous for the huge big gun shells that are found in one of her after holds along with a steamroller and other construction equipment. The engine room, main superstructure and forward holds all offer plenty of interesting areas for exploration.

Yubae Maru

The Yubae rolled to port as she sank hitting the seabed on her port beam damaging her superstructure, masts and funnel. Although sheltered from the prevailing northeast trade winds she lies exposed to the occasional southerly and westerly storms that pass over the lagoon. Over the years, she has suffered more storm damage than most of the other wrecks in the lagoon causing hull plates to spring free. Even so a large amount of china, crockery and artifacts still lay scattered around her holds and the wreck.

Most Popular Wreck Depths (in meters) Truk Lagoon