

Wreck Trips to **TRUK LAGOON**





The Japanese Pearl Harbor

As World War II escalated, it was not until 1941 that the US entered the fray because they saw it as a mostly European War. The straw that broke the camel's back was Pearl Harbor.

There was a series of events which occurred before this attack and led to the inevitable. Not only was Japan considered an ally to both Germany and Italy, but there was already a confrontation brewing between the USA and Japan over commercial interests. Japan was asking for "living space" to carry out trade in the Pacific. The US had been blocking Japanese trade in the region since 1940. They were prohibiting exports of steel, scrap iron, and aviation fuel. Doing so meant effectively freezing all of Japan's assets and preventing them from buying oil. In July 1941, Japan took over Northern French Indochina. The Americans published a public letter asking for the evacuation of the zone. Japan took this as an affront, and started to plan an attack against the United States.

Shortly before 8am on Sunday, December 7th, 1941, Japanese aircrafts carried out a surprise attack on the American fleet based in Pearl Harbor in the Hawaiian Islands. In just 90 minutes, the Japanese Navy managed to destroy seven battleships, around 90 support ships, and 250 aircraft. A total of some 5,000 servicemen were wounded or killed. The next day the United States declared war on Japan, officially entering World War II. The war against Japan was always going to be a difficult task because of the breadth and distances of the areas of combat, such as the Pacific Ocean, but the balance of WWII was definitely changed. From here on, and over more than three years, a series of attacks were carried out by the United States against Japanese bases in the Pacific, finally leading to its final attack on Japan. As divers, we can revisit history and see the remnants of these battles today, the most notorious of which is Operation Hailstone in Truk Lagoon.

Truk Lagoon was occupied by the Japanese since World War I. It went completely unnoticed by the US until a reconnaissance flight in 1943 when they realized that this tiny atoll was, in fact, the largest Japanese naval base in the entire Pacific theater. Immediately the United States started planning an attack. The main aim was to destroy all the ships in the area and cripple the Japanese Imperial Fleet. This job was entrusted to Task Force 58. This naval force had five heavy aircraft carriers and four light carriers, together, they provided the ability to launch more than 500 attack aircraft onto Truk Lagoon. They also knew from intelligence reports that the commander of the Japanese Combined Fleet had transferred most of his naval fleet to Palau and other Japanese bases as he had seen the reconnaissance plane. This meant that the atoll was almost undefended. In fact, there was no heavy ship in the area which was able to cope with the American fleet. When the attack came, it was in two major phases:

- » The first wave of bombers was tasked with sinking any ships that were anchored in the lagoon with bombs and torpedoes.
- » The second wave was then ordered to destroy the most critical atoll facilities, such as fuel bunkers and munitions arsenals.

The intensive bombardment of Truk was a complete disaster for the Japanese. Most of the vessels moored in the lagoon were sunk and two-thirds of the Japanese aircraft were destroyed after being taken by complete surprise. Moreover, the airstrips were rendered totally unusable. Because of the surprise element and the magnitude of the attack, many historians today describe Operation Hailstone as the "Japanese Pearl Harbor."



Although the locals are generally helpful and friendly, Truk Lagoon is a basic place with poor infrastructure (even when compared to other Micronesian locations such as Palau) which makes operating an expedition here very challenging. But as you will soon find out, the diving we will encounter is one of a kind and it more than makes up for any logistical hassles the team might have to endure to get here.

The following guide should answer some of the questions that you have about Truk Lagoon.

Diving conditions and environmental factors

Diving conditions in Truk Lagoon are excellent, it is relatively easy diving and Truk is ideal to visit all year round in terms of environmental conditions. The water is a warm 28-29°C/82-85°F all year whether you are at 6m/20ft or 60m/200ft, and there are no major thermoclines. While the water is warm enough to dive in just shorts and a t-shirt, I recommend a full-length 3-5mm wetsuit or a drysuit with light undergarments. Also, bring gloves and a hood for protection, especially if you are planning on penetrating the wrecks. There is sharp metal everywhere and you want to avoid tetanus, infections, and burns from oil or even worse, aviation fuel. There are also occasional blooms of jellyfish, some of which can sting.

Tidal patterns within the lagoon can be complex but the tidal range is generally small and any currents encountered on the majority of wrecks are minimal and hardly noticeable.

As you are diving inside the lagoon, visibility does vary. Occasionally, it can drop to less than 10m/33ft in the repair anchorage, 20m/66ft can be expected around Uman and the 6th Fleet Anchorage, and 30m/100ft is the norm in the Fourth Fleet anchorage south of Tonoas, where the deeper wrecks on The Dirty Dozen trip are located.

There is no monsoon or wet/dry season as such. Northeast trade winds blow from November and start to fade away after April when the doldrums start to take over. From July to November, Truk Lagoon comes under the influence of the Inter-Tropical Convergence Zone (ITCZ) when moist southerly winds and short tropical disturbances are more frequent. The daytime air temperature is normally between 28-31°C/82-88°F all year round. Rain is normal most days but it normally comes in short sharp showers with hot sunshine in between.

Truk Lagoon is often regarded as a deep, technical diving location, with big challenging wrecks and advanced penetrations. However, the truth is that 70% of the more than 40 wrecks lie within 40m depth. Having said that, the wrecks in this range are usually at the deeper range of this spectrum, so racking up a decent bottom time on a "shallow" wreck, will still give you plenty of decompression.

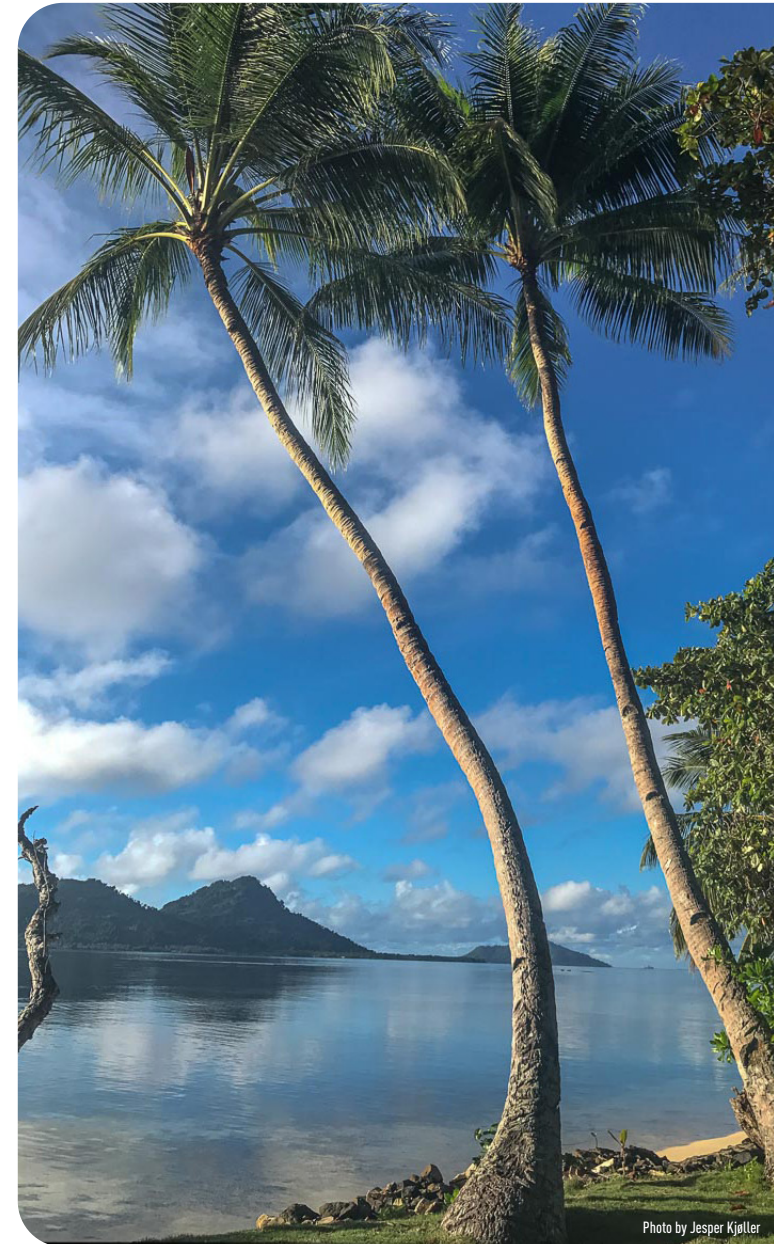


Photo by Jesper Kjeller



The Dirty Dozen Expeditions

The captain and I have carefully handpicked some of the most rarely visited wrecks in the Lagoon, with depths ranging from 21m/69ft to 70m/230ft. During the expedition, we will anchor at one wreck per day, but expect to have skiff rides from the nearest mooring to the exploratory wrecks as they don't have dedicated moorings for our expedition vessel. Pacific Master will do two long dives during the course of the day and the boat does not move at night unless there is an emergency.

In this FAQ sheet, I have included a preliminary wreck itinerary which is subject to change.

If the group feels one dive on a wreck is enough, and we have both the weather and organizational logistics on our side to visit another wreck during the day, the captain and I will try our best to make it happen.

I expect a lot of the team members to mention wrecks that are not in this list because they are highlights in a usual trip, magazines and so on. Please let me know if you'd like to visit a different wreck at the beginning of the trip so the captain and I know about it and can plan forward in terms of scheduling. As the trip nears, we will have a group for the expedition on WhatsApp where we periodically discuss preparations.

This is a great way to share information among the participants before the expedition and for everyone to get to know each other.

A short third dive can be arranged per day if desired, but because we're in a remote place like Truk Lagoon, safety is absolutely paramount. Doing two long technical dives in a day, for ten days will give your tissues a run for their money. However, if you want to shorten your runtimes on the shallower wrecks into more dives, and if, in terms of safety, the captain and I are ok with it, we may be able to arrange third dives.

Detailed dive briefs are given for each of the dive sites with teams forming for different missions: CCR group, OC Group, engine room group and so on. Depending on a number of participants, we can split dives an hour apart to avoid clutter since we only have two dives each day. On most of these wrecks, it's almost guaranteed we will have the wreck to ourselves. Occasionally during the expedition, you might find a small dayboat at the more well-known vessels in the lagoon, but even then, they will probably not dive at the same time as us. Pacific Master will offer guided and unguided dives during this trip on the vessels which have a permanent mooring. The dive guides in Truk Lagoon are just that, guides and not instructors or technical diving gurus.

You are responsible for your own safety and dive planning at all times. There are lots of opportunities to penetrate the wrecks. Some of these penetrations are relatively easy and straightforward while others are quite advanced. Dive guides on Pacific Master do not run lines on any guided dives. If you want to run your own lines into the wreck then this is, of course, possible but not on a guided dive. The captain and I will explain the best course of action on each wreck for penetration.

Solo diving is permitted on the outside of the wrecks.

Equipment considerations

There are absolutely **no** dive shops in Truk Lagoon so you can't purchase diving equipment, spares for rebreathers, and OC equipment on the trip. Pacific Master will have some basic diving equipment on board for hire, but with different configurations on board it's crucial that you bring as many spares as possible so you won't be forced to miss any dives. If you have your equipment serviced before coming to Truk, then use it a couple times before traveling to ensure there are no problems. Bring plenty of torches, the bigger the better. You will **not** regret it in the engine rooms!

Tanks

The following DIN cylinders are available on Pacific Master:

- » Aluminum 12L/80 cu ft Twinsets
- » Sidemount Sets
- » 3L/23 cu ft, 2L/15 cu ft Rebreather Cylinders
- » 6-12L/40-80 cu ft Bailout Cylinders

There are **no** M26 valves or adapters onboard, you must bring your own.

Bring your own slings for deco/bailout!

Please specify the configurations you will dive in when you book.

Gases

Latest oxygen and helium prices can be found on our [website](#).

All Nitrox mixes from 32-100% will be available.

O₂ is provided at a minimum 90% purity from our Oxygen generator.

As there is no means to bank gasses in Truk Lagoon, **all gasses supplied will be charged** for, even if they are not used. CCR divers can arrange shared cost team bailout gasses at the beginning of the expedition. After a brief discussion on the first evening, we can fill some standardized gasses which everybody agrees will work for the entire trip.

OC divers can plan their gas cost by looking at the wreck list and assuming it's two dives on one wreck each day. I think it's fair for OC divers to budget for around US\$200 in oxygen charges given you'll be topping up 50% and oxygen every day. But remember, it's all based on your planning and consumption.

Sofnolime

Molecular Sofnolime 1-2.5mm is available and is sold in 4.5kg/9.9lb containers. The latest price can be found on our [website](#).

Scooters

Two DiveXtra BlackTip scooters are available on Pacific Master and can be reserved for \$50USD per dive.



Photo by Derek Covington

Proposed travel schedule

- » **Day 1** – Flight lands in Truk, embark Pacific Master. Depending on flight arrival times, you might have time for equipment setup and a weight check where we are anchored.
- » **Day 2** – Boat briefing, paperwork, safety procedures, emergency procedures, equipment setup, first day of diving.
- » **Day 2 until the day before disembarking** – Diving in Truk Lagoon.
- » **Disembarking day** – The last dive must be completed 24 hours or more before your flight. Settle remaining bills, disembark Truk Master and head to the airport.

Typical day

This will be the schedule for a typical day of diving:

- » 07:30 – Coffee!
- » 08:00 – Breakfast
- » 08:30 – Briefing/Dive 1
- » 12:00 – Lunch
- » 14:00 – Briefing/Dive 2
- » 16:00 – Snacks
- » 19:00 – Dinner
- » 20:00 – Team Debriefing

How much will all this cost me?

Please contact us at info@thedirtydozen.org for detailed dates and pricing.

The package supplied includes premium cabin accommodation, transfers, full-board meals, a rental set of rebreather/doubles cylinders, and two bailout/deco cylinders. This trip has been designed to avoid any unnecessary surprises at the end. The only things we cannot bill you for in advance are any on-board running costs such as Helium, O₂, and internet fees. Please budget for this! Marine park fees of US\$250 can be paid beforehand or onboard. Usually, flights from Europe to Truk start at around US\$1500.

How do I secure my spot?

The Dirty Dozen Expeditions has scheduled trips three years in advance, please contact us for available trip dates.

Due to limited spaces, the payment terms we work with are as follows:

- » 25% non-refundable deposit
- » 25% 12 months before departure
- » 50% 6 months before departure

The easiest way to secure your spot is via the [online booking system](#) on our website. Alternatively, you can pay via wire transfer or via card through the payment service WISE. The Dirty Dozen Expeditions can help you find a comprehensive travel and cancellation insurance for your peace of mind.

What is included in your trip?

The team at The Dirty Dozen Expeditions makes avoiding big surprise bills at the end of a trip high on our list of priorities. Therefore, we include as much as possible so you can budget accordingly. We are available at any time to discuss the budget for consumables depending on your configuration.

On a Dirty Dozen trip in Truk Lagoon the following is included:

- » Accommodation during the cruise
- » All meals
- » Fresh coffee from our espresso machine, fruit juice and soft drinks
- » CCR, twinset or sidemount cylinder rental
- » 2 x bailout/OC deco cylinders
- » Two dives per day
- » Transfers between the airport and M/V Pacific Master on the day of embarkation
- » Transfer between M/V Pacific Master and Airport on the day of disembarkation

Additional costs:

- » Marine and port fees: US\$250, subject to change
- » O₂, helium, and Sofnolime
- » Flights (around US\$1500)

Onboard extras:

- » UW scooter rental
- » Alcoholic drinks
- » Crew tips

Essentials

Local electricity is 110-volt supplied through American two-pin and three-pin sockets. Onboard, we have mainly 110-volt power points supplied through Australian Type-I sockets. We also have a number of 220-volt sockets at the camera tables in the dining area. Pacific Master can provide a limited number of UK, US, and European plug adapters but recommends that guests bring their own.

Cash is king in Truk, bring plenty of American dollars as the banks here rarely work. Bigger hotels will accept credit card payments and Pacific Master does as well.

The time zone in Truk is GMT+10. Truk does not observe daylight savings.

Language

While English is the local language of the FSM there are a number of major and minor indigenous languages spoken. In Truk, the main language of the local population is Chuukese. You will see that officially, Truk Lagoon is called Chuuk, but many people use the old name as that's what most people identify it with.

Personal safety and health

There is a recompression chamber available in Truk manned by volunteers. The chamber is located on private land away from the hospital and has no supporting medical facility. The facility is basic and availability of the chamber cannot be guaranteed. Serious DCI cases may involve medivac to Guam or elsewhere. Therefore, you should dive conservatively and having dive accident insurance which includes the cost of medical evacuation is mandatory.

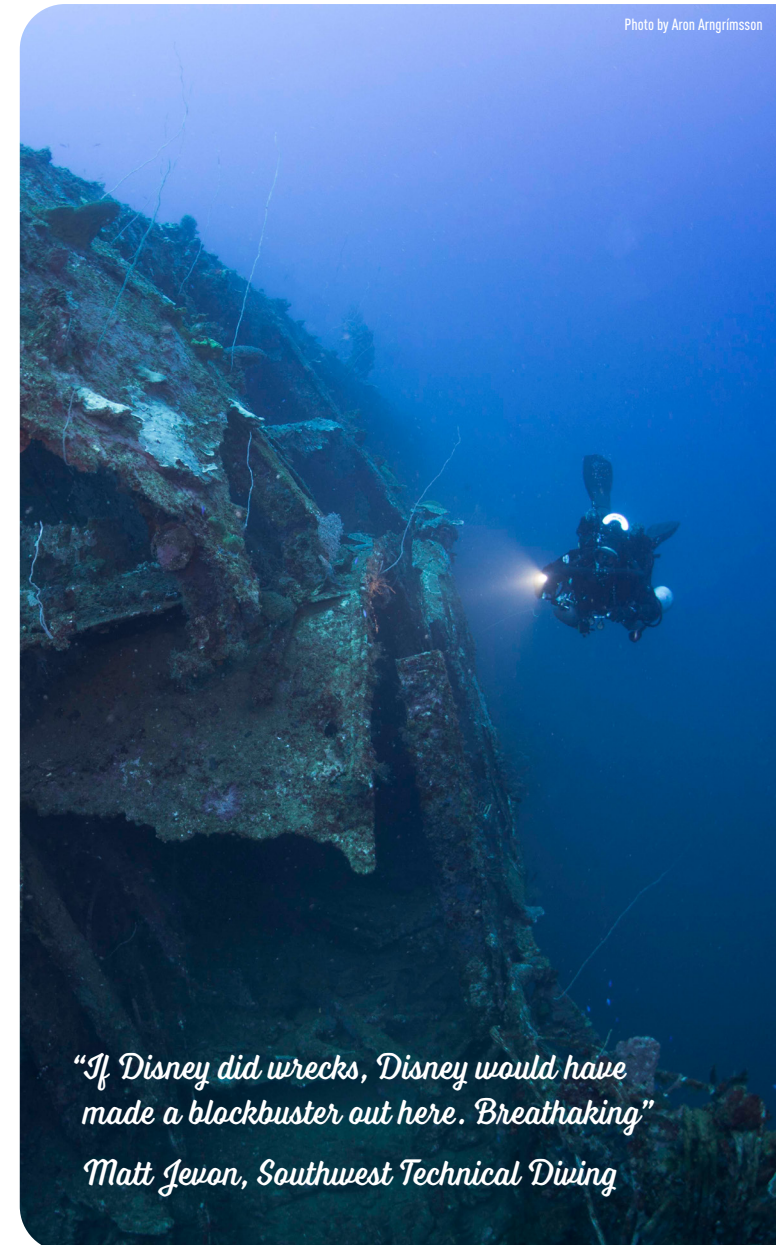
There is a hospital available locally but it is basic at best and anyone from the developed world (such as yourself) would be shocked at how poor the medical facilities are. Ensure you bring any medication you need as there is a strong possibility that it will not be available locally.

No specific vaccinations are required for visiting Truk. If you are traveling from a Yellow Fever zone, proof of immunization will be required.

Truk is a malaria free zone and mosquitoes are not a problem on the boat but they can be annoying on shore, so consider bringing insect repellent.

Chikungunya, Dengue and Zika virus have all been reported in the FSM which is spread by mosquitoes.

It is recommended that your tetanus immunizations are up to date before traveling to Truk.



"If Disney did wrecks, Disney would have made a blockbuster out here. Breathtaking"

Matt Jevon, Southwest Technical Diving

Visa and travel

For most visitors, a free 30-day tourist visa is granted on arrival in Truk, which can be extended for up to 90 days. US citizens can stay for one year. Passports should be valid for 120 days prior to the departure date and guests must have proof of onward travel out of the FSM before they arrive. There is a departure tax of US\$30, paid in cash, when leaving Truk.

It is important that you have the necessary arrangements sorted out before you travel. Other options for getting to Truk Lagoon are via Hawaii, on United Airlines' island hopper via the Marshall Islands and Pohnpei to Truk. As Hawaii is a US state, the ESTA regulations also apply. Getting to Guam is possible via Manila, Hong Kong, Tokyo, or Incheon, Korea.

Airlines to use

United Airlines – www.united.com

Flying United Airlines via Guam is almost not a choice, it's the only stable airline that goes from Guam or Honolulu to Truk. Guam is a US territory. Even though you are just transiting in Guam, you will need permission to enter the US either by Visa or ESTA (Electronic System for Travel Authorization.)

Air Niugini (PNG National Airline) – www.airniugini.com.pg

They run weekly flights to Truk Lagoon via Pohnpei from Port Moresby which offers connections from Australia, Philippines, and other select international Asian locations.

Truk International Airport (TKK), like everything else in Truk, is basic with few facilities. Check-in can be lengthy. Bags are likely to be searched due to a lack of x-ray scanners in Truk. There are big fines (minimum US\$10,000) for anyone found removing any artifacts from the wrecks.

Baggage Allowance

This is a tricky one. United Airlines will allow two, 23kg bags checked-in on your flight from Guam onwards to Truk which is great for you. I cannot recommend enough that you enroll in United's miles program or be a premier Star Alliance member, this will save you a lot of money here.

You have to make sure your operator until Guam does the same to receive the benefit the whole way, and not be slapped with fines. What I usually do is have 25kg in my hand luggage and around 50kg in checked bags, at my own risk. Works so far, but you have to be careful. Keeping CCR heads and regulators in an FCC-approved cabin pelican case has worked wonders for me taking pressure off checked-in weight. Otherwise, you can just pay for an extra bag.

For those that are booking their flights to Truk Lagoon from the US

Check out the award miles needed to your destination from United (usually not more than 70K return) and the offers from Chase right now with 75,000 miles free upon registration. Effectively, by paying your trip with their card or using earned award miles on United.com can get you a US\$1500-\$2500 return flight as low as US\$22 in taxes. Contact us for more information at info@thedirtydozen.org.



Photo by Aron Arngrímsson

"This is a unique concept in taking 12 experienced and passionate tech divers to one of the best dive locations in the world with a top of the range liveaboard, full CCR support, A special guest diver and an itinerary that takes in only the very best wrecks that Truk has to offer. It's a fantastic combination that results in amazing dives, great company, fascinating conversations and what can only be described as a trip of a lifetime."

Mark Powell, Author of Deco For Divers

Resort contact information

Blue Lagoon Resort

+(691) 330 2439

bldiveshop@mail.fm (Dive Centre)

blresort@mail.fm (Resort)

www.bluelagoondiveresort.com

Truk Stop

diveshop@dive-truklagoon.com (Dive Centre)

trukstop@mail.fm (Hotel)

www.dive-truklagoon.com

L5 Hotel

+(691) 330-7048/7049

admin@l5hotel.fm

www.l5hotel.fm

There are a number of hotels that can provide accommodation both pre and post-cruise, two of which have their own dive centers should you wish to do any additional diving while in Truk. These are Blue Lagoon Resort and the Truk Stop Hotel. Truk Stop would be my choice if you are diving, L5 for rest and relaxation. I highly recommend you book a flight which arrives a day before the trip starts if you can, to get over the immense jet lag flying from Europe. You want to be fully charged for a fun and challenging expedition. You might be tempted to pick Blue Lagoon from the scenic pictures, but I have stopped recommending clients book there.

Departure time from the boat on the last day will depend on the outgoing flight times so you are not held up too long at the airport. There are no facilities or lounges at the airport, so, for the few hours you will have to wait, we can make camp at the restaurant in the L5 Hotel which is opposite the airport. It has air conditioning, fast Wi-Fi, beer ... everything you will need!

If you want us to book your hotel for you, please just let us know.

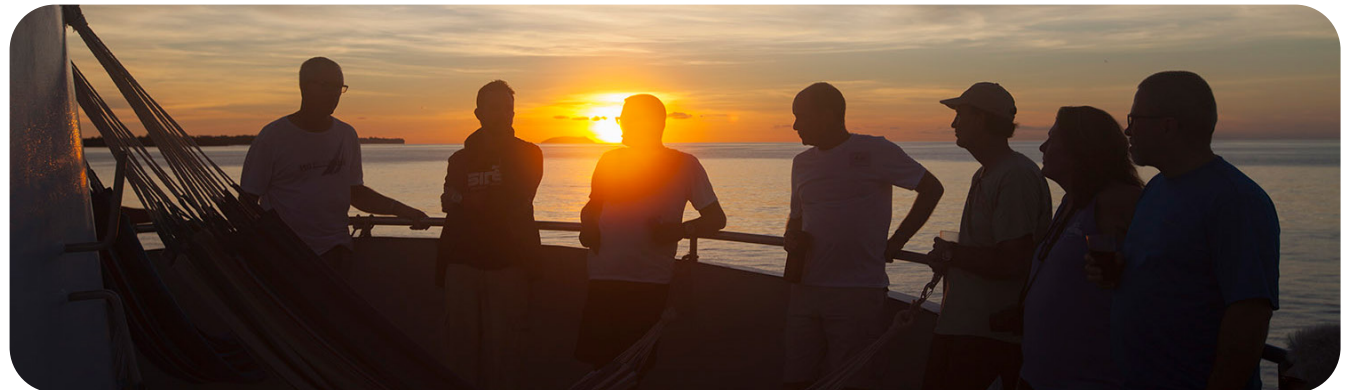


The yacht

This custom-designed liveaboard was built with divers in mind to bring you the very best diving holiday experience possible in Truk Lagoon. Previously, sailing the Solomon Islands as Taka conducting high-level wreck exploration dives like the USS Atlanta, this steel-hulled vessel boasts an experienced boat crew, dive team, gas blenders, and chefs to ensure the highest standards of service.

M/V Pacific Master features 9 cabins allowing comfortable accommodation for up to 16 guests. These are categorized into five en-suite premium double/twin cabins, two standard single cabins and two standard twin cabins with shared bathroom facilities.

An incredibly spacious lounge and dining area is located on the main deck of the boat providing plenty of air-conditioned space to unwind and enjoy the phenomenal onboard cuisine after an exciting day of diving. This deck also boasts a dedicated camera area for our photographer guests as well as an expansive dive deck area which leads perfectly to the dive platform from which much of the diving will be done. Each station has plenty of space and storage for your technical diving kit. This space also provides individual toilets, fresh water showers, and rinse tanks for your equipment.



Guest facilities

- » 9 twin-bed/double/single-bed A/C and en suite cabins for 16 guests
- » Spacious indoor dining area with a camera station, complete with numerous charging points and storage facilities
- » The dive deck provides individual set up stations, under-bench storage, and a camera table. Large entry platform to the rear and staff deckhands
- » Booster to fill O2 to 200 bar
- » Oxygen generator
- » Upper level indoor lounge and bar with a plasma screen for planning expedition dives
- » Plenty of space to set up rebreathers and fill scrubbers
- » Big rinsing tubs
- » Shaded outdoor relaxation area with lounge chairs
- » Sundeck and captain's Y-bridge
- » One dive tender for doing exploratory wrecks
- » Brand new, customized expedition tec diving facilities

LIFE ON BOARD M/V PACIFIC MASTER

Food and drink

All Master Liveboards yachts offer a choice of international and local cuisine, served buffet style in the indoor, air-conditioned dining area. We cater to special dietary requirements. Please inform our reservations team prior to your trip to ensure we have plenty of dishes to suit your needs. A range of carbonated soft drinks, fruit juices, black, green, and herbal teas are available, as well as instant and freshly brewed coffee. A selection of fresh fruit is always on hand, as well as some tasty treats in case you feel peckish in between meal times. You may also select beer, wine, or spirits from the cocktail bar for an additional fee.



Clothing and footwear

It is recommended that our guests bring casual and comfortable clothes. Think swimwear, shorts, and t-shirts. A sweater is advised for cooler nights, particularly after multiple dives.

We request that guests respect others by wearing clothing at all meal times. Most guests prefer to walk barefoot on board our vessel, however, island visits may require sturdy sandals or cross-trainers.

Smoking

Smoking on board is permitted in designated outdoor areas.

Payments on board

Marine and port fees

The dive permit for Truk costs US\$250 (subject to change).

Optional extras

All prices on board are quoted in US dollars. We are able to accept payment by credit card (Mastercard or Visa) for which there is a 3% surcharge. Guests are advised to bring from US\$500-\$1000 for any optional extras.

Tipping

Tipping is a matter of personal choice. Should you feel that your crew has made your holiday extra special, then they will certainly appreciate a tip. Please be advised that the boat can only accept cash tips.

An envelope will be provided for your convenience by the cruise director and gratuities are divided equally between all the crew, including the captain and the dive guides. The recommended tip amount is US\$200 per diver.



Please note that the wreck list is subject to change at any time due to reasons deemed appropriate by the captain and Aron. There are over 40 diveable wrecks in the lagoon, as you will find out, lots of famous wrecks are missing from our list. The idea of the expedition is to explore the less visited wrecks of Truk Lagoon, however, discussions in the briefing room at the start of the expedition often leave us open to suggestions.

Aikoku Maru

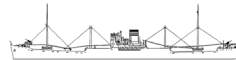
The Aikoku Maru was used as a special troop transport vessel. When attacked, the massive explosion completely destroyed the front of the 10,000-ton vessel which led to the ship sinking in just two minutes. Over a thousand people were killed instantly. The stern now sits upright and the anti-aircraft guns and the large stern gun still point skyward in the position they were fired moments before the ship sank. On the upper deck, memorial plaques commemorate those who lost their lives.



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

Amagisan Maru

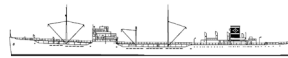
The Amagisan was a large passenger and cargo vessel that now sits upright on the seabed, listing sharply to port. The sea floor under the Amagisan slopes away towards the stern leaving the stern much deeper than the bow. Interesting guns can be found at both the bow and the stern gun platforms. The forward 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

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

Hoki Maru

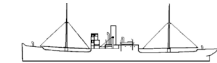
The Hoki is a unique vessel in the lagoon. It was captured at sea by the Aikoku Maru as a Japanese war prize and is now Truk's premier underwater parking lot! Still in place in the aft hold are many trucks, most still in excellent condition, tractors, and a bulldozer which is precariously balanced on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



Min Depth 21m/69ft
Avg Depth 35m/115ft
Max Depth 50m/165ft
Upright

Katsuragisan Maru

This ship, the deepest known wreck in Truk, was sunk when it hit a mine entering the lagoon through the mine-ridden North East pass. It now sits in an exposed location close to the pass and as such requires calm weather to get there. This is the most challenging dive of the expedition in terms of the location and the depth. In the holds, you can find rolled up fencing, ammunition, trucks, and radio equipment.



Min Depth 55m/180ft
Avg Depth 60m/197ft
Max Depth 70m/230ft
Upright

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 ship's telegraph and steering binnacle are still visible inside the bridge. The engine room is easily accessible through the skylights as is the galley, accommodation, and bathrooms via the main superstructure.



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

Nagano Maru

Hidden down in the hold of this cargo ship is an unusual tracked truck as well as a bulldozer, a second truck, large construction equipment, and trailers. China can be found in holds as well as in the superstructure. There's an interesting engine room which can be accessed from 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 among 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 three howitzer type field guns and there's more interesting cargo down in the holds. On the seabed next to ship, lie the remains of another truck, another twin barreled anti-aircraft gun, and many other artifacts from the wreck. The bridge is very photogenic with the ship's telegraph and steering binnacle still intact.



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

IJN Oite

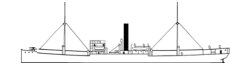
The IJN Destroyer Oite was split into two sections by the torpedo that sunk her. This happened while she was returning to Truk with the survivors from the Agano sinking that occurred earlier outside the lagoon. The bow section came to rest upside down while the stern section sits upright. Located in the Northern part of the lagoon in an exposed location, calm weather is needed to dive the wreck. On the deck, you can find a 4.7-inch dual-purpose gun, anti-aircraft guns, and depth charges. Torpedo launchers can be found on the sand nearby with torpedoes still loaded inside. It is possible to penetrate the engine room but access is tight. Inside the bow section, the crew areas and the galley are accessible.



Min Depth 40m/131ft
Avg Depth 55m/180ft
Max Depth 62m/203ft
Upright/Upside Down

San Francisco Maru

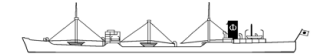
No doubt the most famous deep dive in the lagoon, the San Francisco is often referred to as the million-dollar wreck due to the estimated value of the cargo found on board. Sat on the deck at 49m/161ft are three Japanese battle tanks while on the tween deck of the second hold, there are two tanker trucks. 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 rear holds full of ammunition, torpedoes, and depth charges.



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

Seiko Maru

The Seiko is an aft-engine 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. 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

Shotan Maru

The Shotan was one of the few ships underway when it was attacked in the lagoon and now offers an interesting dive site. A big portable generator and damaged trucks parts can be found in 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 accessed from inside the superstructure as the skylights are closed. The aft holds are very damaged, the ship was almost split in two by the bomb damage which caused her demise. On the stern, a gun sits on its platform as well as the emergency helm.



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

THE PERSON BEHIND THE DIRTY DOZEN EXPEDITIONS



Photo by Jesper Kjeller



Photo by Jesper Kjeller



Photo by Jesper Kjeller



Aron Arngrimsson

Aron started diving in 2005 in an attempt to break away from the rat race. Since then, he has never looked back. His passion for technical diving has taken him to some of the best diving locations in the world, and on some fantastic expeditions. He has written articles for dive publications and training organizations, developed products with Fourth Element, Hollis, and Ocean Reef, and has regularly helped organizations developing training outlines. Aron has filmed documentaries and commercials along with hosting numerous TV and film productions including National Geographic's One Strange Rock, Dive Odyssey, and Monty Halls on Channel 5.

One of the co-founders of Team Blue Immersion, one of the most renowned technical diving facilities in the world, Aron operated the business with Jonas Samuelsson and Erik Brown from 2010 to 2016. During these years he taught up to Advanced Trimix, CCR, Gas Blending, full face masks and support diving in the technical diving mecca of the world, Dahab. He was also responsible for in-water safety on CCR, OC, and freediving dives up to 200m deep.

Since selling his business, Aron has been traveling the world on expeditions with world-renowned divers exploring caves, mines, and wrecks and little-known dive treasures. The Dirty Dozen Expeditions is the result of Aron's deep love for diving and his wish for you to see these hidden wonders.

We hope you found this FAQ sheet useful, if you have any other questions or comments, please contact us on info@thedirtydozen.org or catch [Aron on Facebook Messenger](#).