

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Aratama Maru

other names/site number N/A

2. Location

street & number Talofofo Bay

not for publication

city, town Talofofo

vicinity

state Guam

code

GU

county Guam

code

010

zip code

96914

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>1</u>	<u>0</u> buildings
<u>0</u>	<u>0</u> sites
<u>0</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>0</u>	<u>0</u> Total

Name of related multiple property listing:

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Klaus M. Jew
Signature of certifying official

4/12/88
Date

State Historic Preservation, Guam Department of Parks and Recreation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.
- See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

John J. Knowl
Signature of the Keeper

6/2/88
Date of Action

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

~~Transportation-water-related, ship~~

shipwreck

7. Description

Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

Other: ship

foundation _____

walls _____

roof _____

other **Metal: steel**

Describe present and historic physical appearance.

The ARATAMA MARU was a 6,783 gross tonnage Japanese steel hull freighter with a steam turbine. The ARATAMA MARU was built by the Tsurumi Steel Shipyard in Japan. The ARATAMA MARU presently lies at the bottom of Talofofu Bay, Guam.

The ship had a net tonnage of 4,058 tons, displacement of 14,567 tons, dead weight of 10,200 tons, and a cargo volume of 15,637 m. Her waterline length was 134 m with a width of 18 m, a depth of 10.3 m, and draught of 8.2 m. Her engine developed 3,838 horse power with a cruising speed of 12 knots and a maximum speed of 15.2 knots. Her serial number was 44,850 and call sign was JUHM.

She was built with a passenger superstructure amidships and a well deck raised fore and aft. Her bow is raked with a cruiser-spoon stern. Her one funnel is medium and squat. She has a goal post foremast, goal post mainmast, goal post mizzen, and goal post aftermast. All masts had associated derricks.

The wreck of the ARATAMA MARU currently lies bow to seaward and the stern toward inner Talofofu Bay. The vessel came to rest at the base of the western reef face and shows signs of extensive alteration due to both natural and cultural processes. Most of the hull is present, with little superstructure noted.

The bow section is laying on its port side and is relatively intact from the stem post aft to the end of the deep floors, i.e. frames that have been deepened to form the narrow bow and stern sections of the hull. The bow section contains the windless with stud-link chain still attached and rigged to the anchors. The chain comes from a large pile, in what was the chain locker, through the deck and over two half circle fairleads. The fairleads have been torn, intact, from the deck and are hanging on the chain cables.

Directly aft of the bow section is a section of hull bottom that has been broken off from the bow. This section is slightly curved and contains a portion of the cast iron keel that comprised the forefoot of the stem post.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Military

1938-1944

April 8, 1944

Cultural Affiliation

Significant Person

Architect/Builder

Tsurumi Steel Shipyard

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The ARATAMA MARU is a Japanese freighter from the late 1930's that was used in World War II as a transport by the Imperial Japanese Navy and subsequently sunk as a result of a torpedo attack by a U.S. Navy submarine. This event, of which the ARATAMA MARU, a tangible remnant, is associated with, World War II, has made a significant contribution to the broad patterns of our history.

World War II in the Western Pacific and especially Guam was a significant period of historical development.

The recapture of Guam and the invasion of other islands in the Marianas was crucial to victor in the War in the Pacific since the Marianas were used for strategic bombing of Japan and as a command and logistics base for the last year of the war. Guam changed significantly as a result of the war.

The war in the Pacific was primarily a naval war. Japan was dependent on her merchant marine. Related submarine warfare against the Imperial Japanese Navy was a primary force resulting in the defeat of Japan. Therefore, the ARATAMA MARU is important relating to these historical contexts.

The ARATAMA MARU was launched on July 27, 1938 at the Tsurumi Steel Shipyard in Japan. On August 27, 1941, the ARATAMA MARU was contracted by the Imperial Japanese Navy as a transport and was used to transport supplies to Japanese installations in the Marshalls and Palau from 1941 to 1943.

In March, 1944, the ARATAMA MARU left Yokusuka, Japan, under the command of Captain Oshikura. The ARATAMA MARU arrived in Palau on March 27, 1944, and left on March 29, 1944, with six other ships for Saipan where they arrived on April 5, 1944. On April 7, 1944, the ARATAMA MARU left in a convoy with two other ships and two escorts.

During the darkness of the early morning of April 8, the convoy was 10 nautical miles east of Guam traveling at 13 knots on a course of 250° to the WSW.

See continuation sheet

9. Major Bibliographical References

Books

Blair, Clay, Jr. Silent Victory, J.B. Lippincott and Co. Philadelphia, 1974.

Jenshure, Hansgeorg, Dieter Jung, and Peter Mickel. Warships of the Imperial Japanese Navy, 1896-1945. Naval Institute Press. Annapolis, 1976.

Lindemann, Klaus P. Hailstorm Over Truk Lagoon. Maruzen Investment. Hong Kong. 1982.

Boscoe, Theodore. United States Submarine Operations In World War II. U.S. Naval Institute. Annapolis, 1949.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property _____

UTM References

A
 Zone Easting Northing

C

B
 Zone Easting Northing

D

See continuation sheet

Verbal Boundary Description

The ARATAMA MARU is a shipwreck resting on the bottom of Talofof Bay, Guam. The area being nominated is the shipwreck itself and is centered on the UTM coordinates located on the attached USGS map. The geographical center is the charted vessel.

See continuation sheet

Boundary Justification

Limited to the shipwreck

See continuation sheet

11. Form Prepared By

name/title National Park Service
 organization Submerged Cultural Resources Unit date _____
 street & number P.O. Box 728 telephone (505) 988-6750
 city or town Santa Fe state NM zip code 87504

/X/ See continuation sheet

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Off to the port side of the bow is a deck stringer plate with the forward mooring bitts still attached and the bulwark discernible. This section is the starboard gunwale. There are two winches in the immediate vicinity. The smaller, which is closer to the deck stringer plate, is probably the forward mooring winch. The larger winch is a cargo winch likely associated with the forward king post and number one hatch.

The frames of the vessel are made of channel iron 30x10 cm, with the channels facing forward, and the bow frames are on 80 cm centers. The shell plates are double chain riveted with alternating inner and outer stakes. There is triple riveting where the fore and aft plates overlap. The upper stakes overlap the lower and the forward plates overlap the stern.

Aft of the bow section, approximately 70 feet from the stem and to starboard, is a section of hull side, with the weather deck. Approximately 170 aft of the stem is a portion of kingpost and a standing bulkhead. Originally, there were other bulkheads forward of this one, and at least three forward holds. There is extensive damage in the area forward of this bulkhead, which may have been the result of the torpedo damage, natural forces, or later salvage activity. The deck and hull sides are broken and large sections of structure are not present within the main site concentration area.

Two hundred feet aft another bulkhead is standing, probably at the number 3 hold where a torpedo was reported to have struck. The primary damage appears to have been forward of the machinery spaces, which is consistent with the historical records. Hold pillars (stanchions), 20 inches in diameter, are present and run down the port and starboard of the ship, rather than on the midline. No remains of cargo were located in this area. The only cargo located was aft of the machinery spaces and consisted of bags of cement, which had hardened.

The bulkhead forward of the machinery space is still standing. Directly aft of the bulkhead are three cylindrical (Scotch type) boilers still in place. The boilers and visible piping are substantial and indicate a high operating steam pressure. Some of the steam pipes and auxiliary pipes are broken, a result of either salvage operations or typhoon activity. The engine is not visible. Historical documentation indicates the vessel was powered by a steam turbine, which if still aboard, is buried in the sediment to the top of the boilers. The hull sides are substantially intact in this area.

Aft of the machinery space, approximately 290 feet from the stem, the deck has partially collapsed and covers the aft bulkhead of the machinery spaces. The main ship power wiring harness is on the forward side of the bulkhead and indicates the probable location of the generator.

There is a 1-foot high deck house located 320 aft of the stem to the port side, this may have been for fuel storage. There was no coal located around the wreck. Most likely the vessel was oil-fired. Additional examination is needed to document the fuel distribution system and the auxiliary pumps used.

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A section of deck with a portion of hatch coaming in place is to starboard aft of the deckhouse area. Farther aft, the starboard side has collapsed toward the reef. At least one and possible two holds were in the stern aft of the superstructure. No shaft alley was observed in the bottom of the hold area. It is not clear what the arrangement of the shaft and its surrounding structure was in this vessel. The alley structure was probably removed by salvors if they recovered the shaft and screw.

The steering quadrant is present 460 aft. The steering engine is a dual-piston engine that moved the rudder by rotating the quadrant along a semi-circular toothed track, which is still in place.

The rudder head is located aft of the steering quadrant and appears to be turned 180° from normal. The rudder is buried and the screw boss plate, if it remains, and other stern features are not visible.

Post-Depositional Impacts

Historical documentation indicates the vessel remained in view for a period, with the superstructure and stern exposed. Photographs show the bow completely submerged and the forward kingposts canted at opposite angles, a result of serious structural damage to the hull aft of the bow. The stem and deep-floor section were completely separated from the hull, and the forefoot of the stem post and forward section of keel were torn off the bow. This likely occurred as a result of the pivoting of the bow after it was hard aground, evidently at, or near its present location. The vessel sank, and the bow separated and came to rest on the port side, while the rest of the hull settled on an even keel. The damage between the bow and machinery room bulkheads reflects the extensive impact of a torpedo reported to have struck the vessel.

The ship sustained significant damage after it came to rest in its present location. The ship was salvaged by YASUKUMI MARU immediately following its loss. No historical documentation of that salvage operation has been located. The vessel was also reported to have been salvaged in the 1960's by a local scrap metal salvor. The site has sustained damage by natural forces as well; popular accounts state that the vessel may have been shifted from its original position by typhoons Karen and Pamela. The vessel is also reported to have been used as a target ship by the U.S.

Despite these impacts, the site is substantially intact and the remaining structure has both historical importance and archaeological research potential.

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The convoy was spotted by the U.S. Navy submarine SEAHORSE that subsequently conducted a night attack to the southeast of Guam on the Japanese convoy. Under the command of Lt. Cdr. Slade Cutter, the SEAHORSE was conducting her fourth war patrol having departed Pearl Harbor on March 16th. Cutter made contact with the convoy by sound using the sonar and then conducted a submerged radar attack. Four torpedoes were fired at 0221 at a large transport with torpedoes set to run 10 feet below the surface. Three hits were heard with a tremendous explosion shooting flames high into the air. At 0222, a second attack was conducted using the same method as the first attack firing a spread of torpedoes at a second large transport. One torpedo was observed to hit the middle of the target causing the ship to burst into flames. Three hours later, one of the targets was observed low in the water with a list and on fire by the SEAHORSE. That was also observed by the U.S. Submarine GREENLING who was in the vicinity on a special photographic reconnaissance mission. Hit in the attack was the KITSUGAWA MARU and the ARATAMA MARU.

The ARATAMA MARU suffered a torpedo hit in the No. 3 cargo hold forward of the bridge on the starboard side. The ARATAMA MARU was immediately engulfed in flames; the crew abandoned the ship, and were picked up by one of the escort vessels; the engines stopped when the engine room was flooded.

For three days, the ARATAMA MARU drifted NNW toward Guam. After drifting unmanned, the ship initially hit and rested on the reef at the North edge to the entrance of Talofofu Bay. On April 12, 1944, the ARATAMA MARU was observed by the GREENLING beached at Ypan Point, the northern entrance to Talofofu Bay. Later the currents and surge moved the ship to the present location off the south shore of Talofofu Bay immediately offshore from Gayloop Cove with the bow facing the mouth of Talofofu Bay where she ultimately sank and rests today. The salvageable items of the cargo were taken off to the YASUKUMI MARU.

Over the years, the vessel deteriorated due to several factors. The ARATAMA MARU was used for target practice by U.S. military aircraft. A civilian firm, Pacific Rock Co., removed copper steam pipes during 1962-1964. Tropical storms and typhoons, especially Typhoon Karen in 1962 resulted in further damages to the ship. During the period 1944 to 1962, the ARATAMA MARU was partially visible above the surface of Talofofu Bay. However, after Typhoon Karen, the ship was no longer visible on the surface.

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Patrol Reports

SEAHORSE, Fourth War Patrol, March 28, 1944 to April 27, 1944
GREENLING, Report of Special Mission, May 7, 1944

Miscellaneous Material

Aguon, Joaquin C., Oral History Informant, Talofofu, Guam. May, 1987.
Index Imperial Japanese Navy in World War II.
Japanese Monogram #46.
Japanese Navy and Related Documents, 1940-60 (Vol. 4 of 4).
Japanese Ship Reports (numbered) #12-101 (incomplete).
Lotz, David T. "The Silent Service" Pacific Daily News, March 23, 1986.
Mantanona, Tito, Oral History Informant, Talofofu, Guam. May 1987.
Nagata, Yasusi, personal correspondence, Kobe, Japan. 1987.
Tolan, Jim, personal discussion, Asan, Guam. May 1987.
U.S. Submarine Attack, S.O.R.G.
Yamada, Sanae, personal correspondence, Ashiya City, Japan.
Zahen, John P. "The Saga of the ARATAMA MARU" Guam Shinbun, April 23, 1987.

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Name/Title: David T. Lotz, Parks Administrator

Organization: Department of Parks and Recreation

Street & Number: 490 Naval Hospital

City or Town: Agana Heights

Date:

Telephone: (671) 477-9620/21

State: Guam **ZipCode:** 96919

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 88000612

Date Listed: 6/2/88

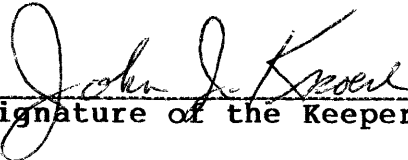
**Aratama Maru
Property Name**

**Guam
County**

**Guam
State**

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper



Date of Action

=====
Amended Items in Nomination:

Item 3. Category
delete "Object" insert "Site"

Item 10. Geographic Data
insert "Less than 1 acre" under Acreage of Property

delete under UTM grid coordinate A "66" insert "55"

Verified by phone with:

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)