

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

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 TOKAI MARU
other names/site number

2. Location

street & number APRA HARBOR not for publication
city, town NAVAL STATION vicinity
state GUAM code GU county GU code 010 zip code 96630

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input type="checkbox"/> public-State	<input checked="" type="checkbox"/> site	_____	_____ sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		1	0 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.

Signature of certifying official ANTHONY C. MARIANO Date 11/30/87
State or Federal agency and bureau Guam State Historic Preservation Officer

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

Signature of commenting or other official F. S. Sterns Date 5/26/88
State or Federal agency and bureau Department of the Navy, Office of the Assistant Secretary of the Navy (S&L)

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. Jerry L. Rogers 7/14/88
 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): _____

Signature of the Keeper [Signature] Date of Action 7/14/88

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Water related

Defense /Naval Facility

Current Functions (enter categories from instructions)

Recreation and culture /

Other: Recreational Diving

7. Description

Architectural Classification

(enter categories from instructions)

Other: Military transport

Materials (enter categories from instructions)

foundation _____

walls _____

roof _____

other Metal: steel

Describe present and historic physical appearance.

The TOKAI MARU is a 8,359 gross ton steel hull Japanese passenger-cargo ship with two 2 cycle, 6 cylinder diesel engines. The TOKAI MARU was built for the Osaka Shosen Co. by the Mitsubishi Heavy Industry Shipyard in Nagasaki, Japan. The TOKAI MARU provided passenger and cargo service to New York City from Japan prior to World War II. During the war, the ship served as a transport for the Imperial Japanese Navy. The TOKAI MARU presently lies at the bottom of Apra Harbor, Guam.

The ship has a net tonnage of 5,047 tons, a displacement of 15,801 tons, a dead-weight of 10,108 tons and a cargo volumn of 17,455m³. Her waterline length is 135.94m with a width of 18.44m, a depth of 12.42m and a draught of 8.53m. Her engines developed a horsepower of 8,138 with a cruising speed of 14.19 knots and and a maximum speed of 18.323 knots. Her serial number is 36099 and call sign of JJJC.

She was built as a modern motorship with a superstructure midship of four decks. On top is a squat funnel. The deck is flush except for a raised bowdeck. Her bow is a plumb with a crusier-spoon stern. She has four masts. Her foremast and aftermast have crosstrees. Her mainmast and mizzen are goal posts. Numerous derricks are attached to the masts.

She lies in 120 feet of water on her port side at an 85⁰ angle. A torpedo has blown a hole in the #2 port cargo hold. There is some damage to the starboard bow around the railing. The cargoholds contain scrap steel, car and truck frames, bed springs, and a complete truck. Some parts of the ship have been removed by divers. Except for the war damage and the removed parts, the vessels is intact.

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)

Military

Period of Significance

17 OCT 1941 - 17 AUG 1943

Significant Dates

27 AUG 1943

Cultural Affiliation

N/A

Significant Person

None

Architect/Builder

Mitsubishi Heavy Industry Shipyard in Nagasaki, Japan

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

The TOKAI MARU is a Japanese passenger-cargo ship, built in 1930 that was used as a transport in World War II by the Imperial Japanese Navy, damaged in the initial attack by a U.S. Navy Submarine, and subsequently sunk by a second U.S. Navy Submarine attack. These events, of which the TOKAI MARU is a tangible remnant, are associated with World War II, which has made a significant contribution to the broad patterns of our history.

The TOKAI MARU was built in the Mitsubishi Heavy Industry Shipyard in Nagasaki, Japan. Construction started on November 26, 1929 with the TOKAI MARU launched on May 16, 1930 and construction completed on August 14, 1930. She was built for the Osaka Shosen Co. and their fast ship service for cargo and passengers to New York City.

On October 17, 1941, she became a transport under contract with the Imperial Japanese Navy at Kure. Her movements from that time until the initial attack on her in Apra Harbor, Guam, are not known. On January 24, 1943, the TOKAI MARU was anchored in Apra Harbor.

Sailing to the Mariana Islands from Brisbane, Australia, on January 6, 1943, was the U.S. Submarine FLYING FISH on her fourth war patrol under the command of Lieutenant Commander G. R. Donaho. The FLYING FISH arrived off Apra Harbor on January 24, and observed one ship anchored in the harbor. The FLYING FISH quietly patrolled outside the harbor for three days waiting for ships to enter or leave Apra Harbor. At 5:10 p.m. on the 26th, the FLYING FISH fired two torpedoes at the ship from 1,500 yards outside Calalan Bank with a zero depth setting to clear the Bank but the second torpedo exploded on the Bank. When hit, "the target was completely obscured by water and spray momentarily and black smoke was visible after the spray subsided. Target replied with gunfire, apparently aimed at random." Damaged, but not sunk, was the TOKAI MARU.

The SNAPPER on her seventh war patrol under the command of Lieutenant Commander M.K. Clementson approached Apra Harbor on August 20, 1943, and noticed two large ships moored in the northeast extreme of the harbor. The SNAPPER secretly patrolled outside the harbor for seven days with the intent to sink the ships when they left the harbor. However, SNAPPER did not know that the vessels were the previously damaged TOKAI MARU and NICHIO MARU. After waiting a week, the SNAPPER made a submerged attack on August 27th described in the patrol report as follows:

See continuation sheet

9. Major Bibliographical References

BOOKS

Jentschure, Hansgeorg, Dieter Jung, and Peter Mickel. Warships of the Imperial Japanese Navy, 1869-1956. Naval Institute Press. Annapolis, 1976.
Lindemann, Klaus P. Hailstorm Over Truk Lagoon. Maruzen Investment. Hong Kong, 1982.
Naval History Division. Dictionary of American Naval Ships. Vols II, V, and VI. Navy Department. Washington, 1969, 1970, 1976
Boscoe, Theodore. United States Submarine Operations in World War II. U.S. Naval Insitute, Annapolis, 1949

PATROL REPORTS

FLYING FISH, Fourth War Patrol, 6 January, 1943 to 28 February 1943
SNAPPER, Seventh War Patrol, July 29, 1943 to September 17, 1943.

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 Less than one square acre

UTM References

A

5	5	2	4	6	0	2	0
Zone		Easting			Northing		

1	4	8	9	1	1	0
Zone		Easting			Northing	

C

Zone		Easting			Northing	

B

Zone		Easting			Northing	

D

Zone		Easting			Northing	

See continuation sheet

Verbal Boundary Description

The TOKAI MARU is intact except for noted hull damage resting on the bottom of Apra Harbor, Guam. The TOKAI MARU abuts the SMS CORMORAN, a German Auxiliary Cruiser from World War I. 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

It is the shipwreck that is significant not the area or bottomland.

See continuation sheet

11. Form Prepared By

name/title LT. F. A. MILLER, Naval Station, Guam HPO/DAVID T. LOTZ, State Deputy HPO
organization U.S. Naval Station, Guam/Guam Dept of Parks & Rec
street & number Box 152 FPO 490 Nav. Hosp. Rd. telephone (671)339-6133/477-7470
city or town SF 96630-1050 Agana, GU. 96919 state Guam zip code _____

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

TOKAI MARU

Section number 8 Page 1

- 1400 Headed in to a position bearing 313° T 1600 yards from center of harbor entrance channel.
- 1445 Battle stations. Main gyro oscillating so used auxiliary gyro for fixes.
- 1522 In position, targets are presenting about 100 port track. Patrol vessel dead astern about 3500 yards. Exposed about six feet of periscope to check on any obstructions along torpedo track and as none were sighted decided that chances favored a hit. At 1523, fired three torpedoes at bow, midships and stern of nearer ship and one torpedo at center of further ship. Swing ship hard left to clear shallow water coming to course 250° T. Observed patrol vessel minding his own business and proceeding slowly to northward. At 06:05 sighted No. 1 target down by stern and heading 10° - 15° to port, stern enveloped in grey-black smoke and air filled with debris. 07:00 stern of ship submerging and more debris in vicinity of #1 target around stern. 08:00 last view of target showed it submerged from amidships aft and bow quite high. Believe his stern was on the bottom. The water line was seen to be about half way up the after king posts with a 15° angle down by the stern. At 11:00 heard two very faint explosions a few seconds apart which may have been the other two torpedoes exploding on beach. For the next 10-15 minutes heard some very faint distant explosions undoubtedly inside the harbor and one explosion about 1500 yards away, probably from the patrol vessel. His screws were not heard after this so it is believed possible that this nicely inefficient gent probably de-commissioned himself. Departed from area at good speed and depth, however,
- 1840 Periscope depth all clear.
- 1936 Surfaced set course to southwest to leave area.
- Sunk was the TOKAI MARU whose final resting place is in 120 feet of water touching the World War I German Auxiliary Cruiser CORMORAN, listed on the National Register (Site # 66-03-1037).

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

TOKAI MARU

Section number 9 Page 1

MISCELLANEOUS MATERIAL

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).
U.S. Submarine Attack, S.O.R.G.
Yamada, Sanae, personal correspondence, Ashiya City, Japan

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 88000967

Date Listed: 7/14/88

TOKAI 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.

Carol Osburn
Signature of the Keeper

7-14-88
Date of Action

=====
Amended Items in Nomination:

According to the cover letter submitted with the nomination, the nominating authority is the Department of the Navy. The Guam State Historic Preservation Officer is the commenting official.

DISTRIBUTION:

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