

pp.	Japanese	English
3	フィリピン最後の	The last unexplored region of the Philippines
	フィリピン南西部	The Palawan Islands are located in the southwestern Philippines and are known as the Philippines' last unexplored region. It is a mysterious tropical paradise with turquoise waters, white sandy beaches, and limestone cliffs carved out of coral reef-derived limestone, and the rocks on the surface of the water seem as if the entire island is floating because of the waves. The Calamian Islands, located to the north of the Palawan archipelago, are home to many ships that sank during the Pacific War, and Coron has become one of the world's top 10 dive destinations, attracting tourists from all over the world in search of the sunken ships.
	コロン島の断崖や太平洋戦争とフィ	The cliffs and emerald green waters of Coron Island. Coron Island is southeast of Busuanga Island, where the airport and Coron Town are located, and Coron Bay extends to the west of the island
	1941年12月	The Pacific War began with the attack on Pearl Harbor on December 8, 1941 (Japan Standard Time). Occupying Southeast Asia, the southern resource zone, the Japanese Army and Navy initially continued their rapid advance. However, Japan lost the Battle of Midway in June 1942, and its position with the Allied forces was reversed in the offensive and defense over the Solomon Islands. After the defeat at the Battle of the Marianas in June 1944, the carrier task force of the Imperial Japanese Navy was destroyed, making a decisive fleet battle impossible. The loss of Saipan, a part of the absolute defense zone necessary for the defense of the mainland and the continuation of the war, enabled the Allied forces to launch air raids on the Japanese mainland. The recapture of the Philippines, a former U.S. colony occupied by Japan, also became a possibility. Located between Japan and the southern resource zone, the Philippines was an important base for securing sea lanes for transporting oil and other resources, and if the Philippines were recaptured, the continuation of the war and the national economy would be greatly affected.
	資源輸送と海上護	Resource Transportation and Maritime Escorts
	戦前の日本海軍は	The prewar Japanese Navy did not plan to occupy large areas and was not aggressive in protecting long-range commerce. When the operations immediately following the outbreak of the war were winding down, the 1st and 2nd Marine Escort Groups were established in April 1942 as ship protection organizations. In the spring of 1943, new sea defense ships and wartime-standard tankers were commissioned one after another. In July 1943, the 七号船団Hi-go fleet (Philippine = "七") was formed to link 門司Moji to 昭南Shonan (Singapore) via Keelung and Kaohsiung in Taiwan and Manila. The Hi fleet transported oil from the Dutch Indies (Indonesia) to Japan. Low-performance vessels that could not join the Hi-Seaborg Fleet began to operate the ミ号船団Mi-go Fleet (Miri = "ミ"), which transported from Miri, Borneo, near Japan, from April 1944, and the Resource Fleet, which provided maritime escort, began to operate from July 1944, linking Moji-Manila to reinforce the Philippine defenses. Around 1943, torpedo attacks by submarines increased, and after the fall of Saipan, the Philippines was exposed to air raids by carrier task forces, resulting in the loss of many ships, not only transports but also escort ships. Many convoys lost not only transports but also vessels escorting them.
	北から南を見下ろ	Looking south from the north, Manila Bay in 1945, where the light cruiser Kiso and destroyers Akebono, Okinami, Hatsuharu, and Akishimo were all wrecked in succession during an air raid in November 1944. A limited-time in-game event related to Manila is being held in the spring of 2020.
6	1930年頃のカ	Cavite naval base circa 1930. A seaplane type Vought O2U Corsair is flying. Sanglay Point, with three radio towers and a seaplane ramp, can be seen at the back of the photo. It is currently used by the Philippine Navy. It appears that two companies used to operate a ferry service from Manila to Cavite, but both were likely discontinued and it was not possible to reach Cavite.
	634空の瑞雲を	A full-scale model of Zuibun of the 634th Naval Air Squadron.
	ブスアンガ島から	The Cavite direction taken from inside the aircraft from Busuanga Island to Manila. The peninsula, which is divided into two halves, is clearly visible.
	1945年1月2	From Japan News No. 243, January 25, 1945, Zuibun, a seaplane reconnaissance and bomber of the 634th Naval Air Squadron, entering the water from the seaplane ramp at Sanglay Point at Cavite Air Base; the remains of the ramp can still be seen at present-day Sanglay Point.
	マニラ湾と空襲	Manila Bay and Air Raids
	現在もフィリピン	Manila is still the capital of the Philippines. The U.S. Navy's Asiatic Fleet headquarters was once located in Cavite along Manila Bay, which stretches to the west of Manila, and airfields were built around Manila to defend Manila Bay. Corregidor Island, where the Japanese and U.S. offensives were conducted for about six months after the outbreak of the Pacific War, is located right at the entrance to Manila Bay. Manila, a staging point for the transport of resources and a base for Philippine reinforcements, became exposed to U.S. air raids after the loss of Saipan, and many naval vessels and transports were lost in massive air raids in late September and mid-November 1944, where they remained until they were lifted and demolished after the war.
	ちなみに、カピテ	Incidentally, Sanglay Point, north of Cavite, is also the point where a ramp was built to lower radio communication stations and seaplanes from land to sea, and where the 634th Naval Air Squadron advanced after the Japanese occupation, and where footage was taken of a two-seater waterborne reconnaissance and bomber, Zuibun, flying.
7	コロン湾空襲	Gulf of Coron Air Raid
	9月21、22日	To escape the massive air raids on Manila that occurred on September 21 and 22, part of the convoy was evacuated to Coron, about 300 km southwest of Manila Bay. Coron was thought to be a safe anchorage area that could not be reached by carrier-based aircraft operating in the Pacific Ocean east of the Philippines. However, although it is unclear whether they were scouting from the sky or intercepting communications, fighter Grumman F6F Hellcats and bomber Curtiss SB2C Helldivers, mainly from the Essex-class aircraft carrier Hornet, attacked Coron on September 24, attacked Coron on the morning of September 24. The distribution of ships attacked that day was 60 Cebu, 20 Legaspi, 19 Bulan, an unknown number of Tadohan, and 70 Coron, more than 10 ships were anchored at Coron to avoid air raids in Manila, and many were sunk by air strikes and machine-gun fire. . Many of them remain sunk to this day on the ocean floor.
	9月下旬の空襲で	The damage to ships in Manila. Santa Cruz, Coron, Cebu, and other areas suffered in the air raids in late September was extensive, with the loss of many personnel, munitions, and defense materials. In particular, the Kamoi fleet (Kamoi, Kyokuto-maru, and Okikawa-maru), which transported about 30,000 tons of heavy oil that was to be accumulated in Manila, arrived in Manila on September 20 and was waiting to be unloaded. On the 24th, the Okikawa-maru sank in Coron, and the Kamoi was also damaged intermediate, resulting in the loss of most of the heavy oil. This heavy oil had been prepared as fuel for the supply of the battleship Yamato and the other ships of the 1st Rangers during Operation Sho-ichi-go, the Battle of Leyte. 14 oil tankers of the Allied Fleet's dividend had been reduced to only 6 when Operation Shoichi was formulated, and after intense discussions between the Imperial Japanese Army and Navy, 6 civilian ships were provided by the Army. After intense discussions between the Army and the Navy, the Army provided six civilian vessels. The increased damage to the vessels made the transportation of southern resources to the interior even more strained.
	1944年9月2	Report of September 28, 1944. The seaplane carriers Akitsushima and Olympia-maru and three other vessels were sunk. Note that Mindoro Island in the upper right of the map is actually farther away.
	給油艦神威の奮戦	Strenuous battle of the oil tanker Kamoi
	アメリカ製の給油	The battle report of Kamoi, an American-built oiler that was converted to a seaplane carrier and then converted back to an oiler, gives an account of the air raid on Coron. Kamoi was slightly damaged in an air raid by the U.S. Navy's Carrier Task Force (Task Force 38) on September 21. On the morning of September 23, an air raid warning was issued in the Manila area, and as unknown enemy and friendly aircraft were observed in the Coron area, a strict anti-aircraft alert was issued.
	そして、9月24	At 8:51 a.m. on September 24, a large formation of about 60 aircraft was observed at 30 degrees left with the bow at 0 degrees and placed in anti-air combat position. at 8:54 a.m., the anchor was reduced, enemy aircraft 7 approached from 30 degrees left, at 8:57 a.m. enemy aircraft turned right to approach. at 9:0 a.m. 13 aircraft finally approached Kamoi from 15 degrees right, and anti-air combat began at 9:01 a.m. One aircraft was shot down, and at 9:03 a.m. one aircraft was shot down from 140 degrees left, and at 9:04 a.m. enemy aircraft 5 from 90 degrees right was shot down. At 9:03, one aircraft was shot down at 140 degrees to the left and one was shot down; at 9:04, enemy aircraft 5 swooped down from 90 degrees to the right and approached Kamoi, taking numerous machine-gun fire to various parts of the ship. Firewatering was started. At 9:16, a fire broke out in one of the inner fireboats, but it was extinguished at 9:21. at 9:22, the fire in the light oil storage was extinguished, but it was not long before two bombs dropped toward the stern caused a fire near the rear emergency ammunition box. at 9:23, the ship prepared to leave port, and the steering gear was activated. at 9:31, the ship was ready to depart. At 9:35, a fire broke out near the emergency magazines and was extinguished. Thereafter, the ship was evacuated and suffered no damage; at 11:25, the ship was changed to patrol deployment 2; at 13:0, the ship was switched to patrol deployment 3, and the battle of Kamoi was over.
	神威は2機以上を	Although Kamoi was successful in shooting down more than two aircraft, a 5-meter breach occurred on the starboard forward upper deck, destroying the bulkhead between the light oil depot and No. 3 heavy oil tank, and a small breach below the waterline on the outer plate allowed sea water to enter No. 3 heavy oil tank. Sixteen were killed in action, nine were seriously wounded, and 25 were slightly wounded. The captain, navigating officer, chief engineer, and chief accountant were also wounded. Incidentally, Kamoi was subsequently struck by lightning from the submarine Bonefish on September 27 on her way back to Manila, igniting her fuel oil. A large fire broke out in the foredeck, upper deck, near the bridge, and on the aft upper deck, wrecking the ship, but the fire was successfully extinguished and the ship arrived in Manila, eventually returning to Japan for repairs.
8	コロン島でアジア	Observatory on the way to Kayangan Lake on Coron Island. Lake Kayangan is said to be the clearest lake in Asia.
	1944年11月	Kamoi photographed in Yokosuka, Japan on November 11, 1944, in the collection of the Kure Maritime History and Science Museum. The broken hole on the starboard side is from when she was hit by two torpedoes outside Manila Bay.
9	レイテに突入する	Entering Leyte.
	TVAニメ『艦	In the first three episodes of the TV anime 『艦これ』いつかあの海で』『Ship This' Someday at That Sea," the Battle of Leyte, which took place at the end of October 1944 with the launch of 捷一号作戰 Operation Sho-ichi-go to strike the American forces that landed on Leyte Island, was depicted. Almost all of the remaining strength of the Imperial Japanese Navy was deployed in Operation Sho Ichi Ichi, and the Nishimura Fleet, led by the slow battleships Fuso and Yamashiro, was the motif for the shipgirls Shigure and others in the film, as they set out to enter Leyte. The Brunei anchorage and Surigao Strait, where the sortie was to take place, were depicted in the film in much the same way as in the real world, and the area around Leyte Gulf, where the enemy deep-sea vessels were waiting for them, was also clearly depicted. The Tadohan Airport, where the U.S. and Japan fought near the MacArthur landing site, is still used by many commercial aircraft.
	捷一号作戦とコロ	Operation Sho-ichi-go and Coron
	ちなみに、捷一号	Incidentally, Coron was still used as an anchorage during Operation Sho-ichi-go as a place for supply, repair, and evacuation. The Shima Fleet of the 2nd Ranger Group, led by the heavy cruisers Nachi and Ashigara, reached the Kroyan anchorage south of Coron Bay on October 23. However, since there was no supply ship, the light cruiser Abukuma and destroyer Kasumi refueled from Nachi, and the 7th Destroyer Group's Akebono and Ushio from Ashigara, and left port at 2 a.m. the next day to join Nishimura Fleet The next day, they departed at 2:00 a.m. to rendezvous with the Nishimura Fleet, The Kurita Fleet, led by the battleship Yamato, the mainstay of the 1st Ranger Group, was scheduled to refuel at Coron before returning to Leyte Gulf after the Battle of Samar on October 25, but cancelled the port call to avoid an air raid and passed south of Palawan Island to head for Brunei. The heavy cruiser Myoko was torpedoed and damaged in the Battle of the Sibuyan Sea, which Kurita's fleet encountered on October 24, and was evacuated to Coron on the 25th, but departed Coron on the 27th to berth in Brunei with the destroyer Naganami as a warning ship after the fleet's retreat.
	レイテ沖海戦地図	Battle of Leyte Map.
11	1942年4月1	Akitsushima was undergoing trials off Awaji Island on April 18, 1942, and was painted with an unusual camouflage scheme: a large white wave at about 35 knots on the bow side and a medium white wave at about 20 knots on the stern to obscure her speed, and a color pattern on her crane and stacks to make her look like a color blindness test to confuse enemy rangefinders. There is a famous episode in which this camouflage was pointed out as "thick makeup" at the front line in Rabaul.
	1942年夏8〜	Akitsushima undergoing sea trials on board a Type 2 large boat of the 802nd Naval Air Squadron in the Shortland area from August to November in the summer of 1942.

		<p>An amphibian carrier that provides refueling, maintenance, and repair services at forward bases and at sea for large amphibians such as Type 97 large and Type 2 large boats that conduct long-range reconnaissance patrols. Initially, the Kamoi, a refueling ship converted into a seaplane carrier, filled this role, but due to a lack of power, the Akitsushima was newly built as a dedicated 5,000-ton class amphibian carrier. The Akitsushima had a high cruising capacity as a mobile base with a view to attacking from the Marshall Islands to Hawaii, and it also had communication facilities. The original design called for a ramp aft to lift the amphibians, but this proved difficult, so a 35-ton electric crane was installed aft to lift and stow the amphibians. The top of the aft mast, where the crane was installed, was to be topped by an aerial (antenna) tower, making it 30 meters high. The crane and aft mast became the symbolic equipment of the Akitsushima. The Akitsushima was designed to carry out maintenance and repair work on amphibians, and was not intended to sail with amphibians on board. When loaded, the ship's hull tilted significantly.</p>
	長距離の偵察哨戒	
12	舞鶴の海軍記念館 二式大艇の底面は	<p>The Akitsushima warship flag is preserved at the Naval Memorial Museum in Maizuru.</p> <p>The bottom of the Type 2 large boat matches the shape of the pedestal.</p> <p>Having lost the craft Akashi in an air raid on Palau at the end of March 1944, Akitsushima was converted to a craft. Mixed with the Hi-75 fleet from Moji to Singapore, Akitsushima was to sail to Manila. The fleet, consisting mainly of tankers, consisted of Akitsushima, Saigon Maru (special cruiser), Asama Maru, Yuho Maru, Ryoei Maru, Nichiei Maru, Man'ei Maru, Amato Maru, Toho Maru, and Seria Maru. The escort force consisted of the passenger ship-converted light aircraft carrier Shinyo (with 14 ship-borne attack aircraft), the destroyers Yuzuki and Uzuki of the 31st squadron, and the sea defense ships Miyake, Manju, and Kanju. The convoy departed Moji Harbor on September 8, arrived at Kaohsiung, Taiwan on September 13, separated and joined the ships, and departed Kaohsiung on September 14. On September 17, Akitsushima, Saigonmaru, Uzuki, and Yuzuki separated from the convoy and headed for Manila, but on the 18th, Saigonmaru was sunk at the mouth of Manila Bay by a US submarine. The destroyer Aikaze, which joined Uzuki and Yuzuki on the 17th, conducted a submarine sweep, so Akitsushima arrived in Manila alone; on 21 September, she and the supply ship Kamoi and others were evacuated to Coron after an air raid in Manila Bay. According to Kamoi's battle report, Akitsushima shot down one aircraft in an anti-aircraft battle, but was hit by a direct hit at 9:01, exploded, and finally sank at 9:13. The ship finally sank at 9:13.</p> <p>Akitsushima, by the way, refers to Honshu, one of the islands created by Izanagi and Izanami in Japanese mythology, and can also refer to Japan itself. The loss of the seaplane carrier Akitsushima at Coron may have been an allusion to the future of Japan in the Philippines.</p> <p>Today Akitsushima lies on her side with her port side down at a depth of 36 meters, and can be seen thickly dressed with shells, corals, and sea anemones. The aft mast, crane, and forward mast are well preserved, but the two 12.7 cm twin anti-aircraft guns have fallen off, and the bridge structure is almost completely destroyed or the structure could not be ascertained by reviewing photos and videos.</p> <p>With the development of aircraft, naval vessels were required to have anti-aircraft armament, and the Imperial Japanese Navy introduced the Bi-Style 40mm machine gun from Vickers of England in the early Showa period. However, due to its poor ballistic characteristics and frequent malfunctions, the IJN purchased the manufacturing rights from Hotchkiss of France and began domestic production around 1935, which resulted in the Type 96 25 mm machine gun.</p> <p>There are three types of Type 96 25mm machine guns: single, double, and triple; the Akitsushima of March 1944 was equipped with six triple and three single guns. The one installed near the stern is thought to have fallen to the seafloor. In addition, the supply ship Irako, described below, had three triple cranes and two double cranes installed as of 1944.</p> <p>The existing 25mm continuous machine gun in Palau.</p> <p>The Akitsushima's three 25mm triplex machine guns are relatively well preserved, with the three barrels clearly visible; as of 1944, there was one 25mm triplex machine gun on the aft machine gun stand and one on the starboard and port machine gun stands near the aft mast.</p>
13	航空機の発達によ 九六式25ミリ機 バラオに現存する 秋津洲の25mm	
14	艦体から垂直に伸 秋津洲の後部マス	<p>The aft mast extends vertically from the ship's body and the crane is a little closer to the bow side. The size of the crane can be seen when compared to the diver.</p> <p>Aft mast and base of crane of Akitsushima. The starboard side of the deck room can be seen destroyed.</p>
15	クレーンの拡大。 秋津洲の艦尾の水	<p>Enlarged view of the crane. Due to the low transparency of the seawater, the tip and end of the crane were narrowed, and it was not possible to see the crane until it was thickened in the middle.</p> <p>The stern of the Akitsushima is not rounded, but rather a flat Transom Stern. It has the advantage of allowing a wider stern, and was often adopted at the end of the war in order to reduce delivery time and costs.</p>
16	九四式爆雷投射機 潜水艦との戦闘で 爆雷の参考例とし	<p>Type 94 detonator and loading platform</p> <p>The Type 94 depth charge projector and loading platform used in combat with submarines were located on the deck of the Akitsushima, in front of the aft mast. The photo shows the depth charge projector and loading platform as seen from above. A drum-shaped detonator was fixed to the projectile arrow at the top of the barrel of the Y-shaped launcher, and the gas pressure from the ignition chamber sent the detonators flying to both sides of the ship and into the sea. The depth charge was placed on the depth charge loading platform and slid down for loading.</p> <p>As a reference example of a detonator, the Type 54 depth charge projector (K砲 / K-gun) preserved at the First Military Academy in Kure; instead of the Y-gun, which is Y-shaped and can drop on both sides of the ship, this one can drop on only one side.</p>
17	艦体側面に開いて	<p>Open portholes can be seen on the side of the ship. On the upper deck, there was a bollard through which ropes were passed when mooring the ship, and the one at the stern was covered with ropes for divers to dive and surface.</p>
18	飛行艇を載せて整 艦内から破孔を見 鹿屋航空基地で保	<p>The aviation work deck where amphibian boats are mounted for maintenance and repair. It was thought to be a pedestal for amphibians, but it may be a pedestal for torpedo boats because Akitsushima at the final stage was modified to be able to carry five T-38 torpedo boats on the aviation work deck. The end of the deck has been lost due to a large hole caused by a bomb.</p> <p>Looking up at the breaking hole from inside the ship.</p> <p>Type 2 large boat to be preserved at the Kanoya Air Base.</p>
19	前ページから破孔 上2枚の写真から	<p>The structure near the bow, across the hole from the previous page, is the area where the maintenance turntable that rotated the amphibian was located. However, there was no circular trace of a turntable, only a square structure and what appeared to be an amphibian pedestal. The area near the bow from this point was the auxiliary equipment storage area, but almost nothing remained, probably because it had been removed to make room for the torpedo boats.</p> <p>A box-like structure further toward the bow from the two photos above.</p>
21	航空作業甲板（第 時折、配管や台座	<p>We entered the ship through a hole in the air working deck (Deck 2), went down two floors to Deck 4 toward the bow, and returned to the hole in Deck 3 where we entered. Akitsushima, which became a machine shop and welding shop, has many large spaces inside the ship. 22-25P all have the ceiling on the left side and the floor on the right side. 24P is only the third deck, and 22, 23, and 25P are photos of the fourth deck. The ship's hull is overturned so that light gently shines through the porthole windows like a spotlight, making the interior of the ship come to life.</p> <p>Although some plumbing or pedestals could be seen from time to time, it was impossible to tell what purpose the room served. We were able to make an almost straight line from the stern toward the bow.</p>
24	秋津洲の中央付近 煙突下の甲板室に 第11航空艦隊と	<p>This photo was taken near the center of the Akitsushima, looking aft toward the bow. The deck room below the chimney can be seen on the left side, and the right side of the photo shows that the bullwork of the wave-absorbing side panels is rounded from the upper deck to the second deck. At the far center of the photo is the entrance to the interior of the ship.</p> <p>Some cylindrical wreckage was visible in the deck room below the chimney. Perhaps they were chimney exhaust pipes.</p> <p>Akitsushima was on Rabaul as part of the 11th Air Fleet in September 1942. The angle is slightly different, but the photo was taken from approximately the same location underwater.</p>
25	橋構造物の後ろに 艦橋構造物の後ろ	<p>The front mast, located behind the bridge structure, remains clean. The No. 21 radar was once mounted on top of the mast.</p> <p>Behind the bridge structure and on either side of the forward mast was a davit (crane) for raising and lowering the 9-meter cutter (short boat).</p>
27	10、26、27	<p>The 10, 26, and 27P entered the ship from the center of the ship (second deck) and proceeded toward the bridge.</p>
28-29	秋津洲と逢う	<p>Meet Akitsushima</p>
	日本とアメリカが	<p>After touring the war ruins on Leyte Island, where Japan and the U.S. engaged in fierce offensives on land and sea, we boarded an airplane from Cebu, the second largest city in the Philippines. We arrived at Busuanga Airport about an hour and a half later, looking out over the sea, which is now at peace about 80 years later. Although I had asked my lodgings to pick me up beforehand, no one held up my name near the airport exit. I paid 250 pesos to be picked up by an available car and arrived at Coron Town without any difficulty.</p> <p>Walking around Coron Town, where cab tricycles with their backs next to motorcycles come and go, one can see several stores posting menus for tomorrow's wreck dives. The names of Japanese ships sunk in air raids are listed, just as if they were the recommended dish of the day at an izakaya (Japanese style bar). I made a reservation at Umali Dive Center, a Filipino-owned dive center, because it seemed that I could dive Akitsushima, Okikawa-maru, and Ekkai-maru on the following day. I sent a message to a store that seemed to offer wreck diving before my trip to Japan, and it was the first store that replied to my message, so it seemed promising. I was anxious to dive Akitsushima, which could be called a real dive, but I greeted the next day by praying for a brilliant sunset in the Philippines, which is called the Pearl of the Orient.</p>
	バイクの横に荷台	
	秋津洲はコロンタ	<p>Since Akitsushima is the furthest dive site from Coron Town, we met at the store at 7:45 a.m., earlier than usual on the second morning of our stay, and left the port of Coron at around 8:30 a.m. On the same boat was a couple from Köln, Germany, and we burst out laughing, not expecting anyone to come to Coron from Coron. It seemed that we would be fined if we did not wear life jackets for a while after leaving the harbor, and we were all obliged to wear them. After a while, we were told that we could take them off, and such laxity was very Philippine. The boat is a bunker boat with wooden floats (outriggers) to prevent rolling. We arrived at the point after about an hour of slow travel, gazing at the islands, which looked like floating limestone rocks that had been carved out of the sea. The waves were fairly gentle, though not quite calm. However, underwater visibility seemed to be only about 10 meters, and looking below the surface from the sea, we could not see anything. The briefing by the instructor was in English, but I could not understand him well due to his Filipino accent. I used a diagram to check the route, and managed to respond to any potential safety issues even in my own shitty English by asking back.</p> <p>The air and water temperatures were both around 30 degrees Celsius. Although it had been half a year since my last dive, I was able to dive easily this time, having reviewed the dive in the aircraft. After a while, something like a thick trunk and a steel frame with a hole in it came into view. It was a crane! It's definitely Akitsushima! I tried to capture it on film, but I could not get the camera to focus. We entered the ship through a hole in the aft side and proceeded one after another to the crane's gear room and engine room. I could barely keep up with the shipwreck dive and penetration, both of which were new to me, and decided to give up on taking pictures as I was sure the video was probably already taken. In no time at all, we were back on the stern and the first dive on the Coron was over. The maximum depth was 32 meters and the dive time was 38 minutes.</p>
	気温も水温も30	
	宿に戻って動画を	<p>When I returned to the lodge and checked the video, I found that no footage of Akitsushima had been captured at all. It seems that the GoPro we had installed for the first time this time stopped transferring because we used an SD card that was not recommended by the manufacturer because of its slow transfer rate, so we reduced the resolution of the video and were able to take pictures the next time. The camera was set to use both autofocus and manual focus, and it turned out that the contact between the underwater housing and the lens was so bad that it was always judged to be in manual focus mode and the autofocus would not work. It could not be helped if the picture was not taken. I was disappointed to find that the Reggae Dive Center was going to Akitsushima the day after tomorrow, so I made a reservation to try again without hesitation.</p>
	滞在4日目、この	<p>On the fourth day of our stay, Akitsushima was again our first dive. I noticed later that Akitsushima is easily influenced by the currents, so I dived in the morning when the conditions were more stable. Once underwater, visibility was worse than last time and there were many small suspended particles. The conditions were not good, but we had checked the conditions many times before the dive, so it seemed to be OK this time for both photos and videos. The focus was often on floating objects, which was frustrating with the underwater housing that did not allow manual focus, but we proceeded to take pictures smoothly from the rear mast and the crane. We were able to enjoy stable diving.</p>
	終盤に差し掛かり	<p>As we were approaching the end of the trip and on our way back to the stern, something unusual happened suddenly. Suddenly, seawater began to pour into my mouth. I almost panicked, not knowing what had happened, but it seemed that either the ties securing the mouthpiece to the air source had been missing from the beginning or that the mouthpiece had come off by being sucked too hard. For now, I could breathe as long as I held the air source with my hand, but there was a risk of swallowing the dislodged mouthpiece, so I was wondering what to do, when the instructor noticed and fixed the mouthpiece. When we finally surfaced, the current had become so strong that we were sure to be swept away if we were not careful, but we made it back to the boat without difficulty and our second encounter with Akitsushima was over.</p>

	It seems to be a rather common problem in diving that the mouthpiece comes off, and there must have been several ways to deal with it, such as using one's own spare air source, informing the instructor with a hand sign and having the instructor fix it or get a spare air source, etc. However, when you actually encounter problems underwater, your brain does not work as well as you think it does. However, I learned firsthand that my brain does not work as well as I thought it would when I actually encounter problems underwater. I shuddered to think that if this had been in a smaller ship, I might have panicked and disappeared into the sea. However, the joy of finally being able to document an Imperial Japanese Navy ship was much greater, and coming to Coron was a great accomplishment, as in Japan they rarely take us to dangerous places, so we were able to gain several times more experience than we would have had in Japan.
	Dive store storefront. It is a pity that I did not see a single Japanese person during my stay in spite of the many Japanese wrecks.
	Tourist wharf in Coron Town.
	Akitsuushima sinking site; the first time was clear and the waves were calm.
	Lunch on board. You will be energized by dishes such as bonito grilled on the boat, Pinakbet with plenty of vegetables, and KareKare, which seems to be a dish cooked with peanuts and coconut milk.
30	艦首寄りの第1倉
31-32	Taken on March 3, 1944, Irako returns to Yokosuka after being torpedoed north of Truk.
	1941年竣工前
	Irako before and after its completion in 1941.
	給糧艦伊良湖と艦
	Supply Vessel Irako and Ship History
	No matter how strong a navy may be, it is not a force to be reckoned with without the generals to operate them. The supply ships that supply food to the fleet are indispensable to maintain the war effort, and the Irako was completed on December 5, 1941, three days before the outbreak of the Pacific War, following the Mamiya, which had been in service since the end of the Taisho era. Equipped with a refrigerator containing meat, vegetables, and other perishable foods, a freezer, and an ice-making facility, it was able to supply 2,500 fleet generals with enough food for two weeks. There were food production facilities for tofu, konnyaku, pickles, bread, rice cakes, manju, monaka, yokan, ice cream, ramune, etc. In addition to simply satisfying hunger, the sweets were a great boost to morale in the war zone. Other facilities included a laundry room capable of cleaning 400 summer clothes per day and, as a communications audit ship, communication facilities.
	海軍がどれだけ強
	The ship was a cargo ship with a merchant ship structure, and had the appearance of a merchant ship with a bridge (bridge tower) and a large smokestack in the center of the ship. Although diesel engines were planned, due to concerns about the shortage of fuel oil, a steam turbine was used to turn a steam turbine in a boiler that burned a mixture of fuel oil and coal. The ship was equipped with a very tall chimney to prevent coal soot from falling into the food production room, which was a distinctive feature.
	艦体は商船構造の
	After the outbreak of war, she supplied food to various parts of the South, and from August 1942, she made 13 round trips between Japan and the Truk Islands (present-day Chuuk, Federated States of Micronesia), the Allied Fleet's home base. She was repaired in Sasebo from May 28 to July 7, 1944, and her feeding facilities were modified, machine guns were added, and she was equipped with a retrograde search and an underwater listening device.
	開戦後は南方各地
	Irako joins Hi-71, the largest fleet ever assembled to reinforce the Philippines, and departs Imari Bay on August 10, 1944, arriving at Magong, Taiwan, on the 15th, and four ships including Irako detach from the fleet and arrive at Manila Bay. Some sources state that they joined the Hi-73 fleet and departed the interior on August 25, passing through Kaohsiung, and that Irako and the others separated from the fleet at sea and arrived at Manila Bay. On September 24, after moving to Coron Bay, she was heavily damaged in an air raid and caught fire, and on October 1, she was described as "almost completely destroyed above the middeck. The outer hull and deck are curved in waves. The lower deck and below are burning and inaccessible. Cans and main engine can be used. Inclination to the left is 5 degrees, and there are signs of gradual increase. The photo taken by the U.S. military on October 21 shows her still completely afloat, and judging from the logbook of Terukaze-maru (see below), it is possible that Irako was attacked and sunk on that day.
	フィリピン増援の
	デリックポストと
	Derrick Post and crane base
	現在の船による物
	Most of today's logistics by ship use cranes installed in ports to raise and lower cargo. One 10-ton derrick was installed on the bow side, and one 20-ton derrick with a gantry post was installed on the stern side.
	現在の伊良湖は、
	In the current Irako, the derrick boom, which serves as an arm, appears to be lost, but the Derrick Post, which serves as a prop, remains. A diving rope is tied to the top of the Derrick Post on the bow side, which is used by divers when diving and surfacing.
	艦首側のデリック
	Looking at the top of the Derrick Post on the bow side, it was tubular and may have served as a ventilation tube.
	艦首側のデリック
	Looking up at Derrick Post on the bow side
33	伊良湖の前部と後
34	The base of a 2-ton crane that was installed four at the front and four at the rear of Irako. The cranes themselves are not known where they went, but they are one of the points that are still clearly visible today.
	艦首寄りの甲板室
	There was an azimuth measurement room above the deck room near the bow, with a loop antenna on top to take azimuth measurements indoors.
	1944年3月3
	Irako on March 3, 1944.
	クレーンのブーム
	A trestle on which the crane's boom is secured. There is one at the front and rear of the short boat pedestal.
	方位測定室のある
	Looking aft from behind the deck room where the azimuth measurement room is located.
35	舷側には12メー
	The pedestal on which the 12-meter feed ration boat was installed was still in place on the port side. The starboard one on the bow side is photographed. The pedestal at the back is at a steeper angle to match the squat shape of the tip of the small boat.
36	伊良湖の艦体中央
	The base of the oval chimney that stood in the bridge tower in the center of Irako's hull.
	左舷側に倒れてし
	The top of the chimney, which has collapsed on the port side. Taken from the bow side toward the stern.
	煙突頂部の全景を
	I thought I had taken a full view of the top of the chimney, but it did not fit. The surrounding area was a paradise for small fish.
37	艦首方向から艦尾
	Looking at the bridge tower from the bow toward the stern, the bridge deck on the uppermost floor and the short boat deck below it were destroyed. Even so, the bridge tower and smokestacks showed a structure that looked like a merchant ship.
	船橋楼の一番上の
	The structure of the compass bridge forward of the bridge deck, which is the top floor of the ship's bridge tower, is scattered, and the window frames are clearly visible. Next to it was a fallen cone-shaped object that appeared to be the base of a searchlight.
	左舷は短艇艦橋の
	On the port side, the bridge deck where the officers' quarters and other offices were located under the short boat bridge has also been destroyed. Further below, a round window in the upper deck, which housed the food service office, can also be seen.
	船橋楼の左右に1
	A 25mm machine gun with only the base installed one on each side of the bridge tower.
38	船橋楼から艦首寄
	We entered the ship through the second hold entrance near the bow from the bridge tower. A myriad of what appeared to be metal pipes lined the third deck, two decks below the upper deck for vegetables and pickles. Around the second warehouse entrance are vegetable and pickle storage areas, which appear to be heat pipes for the heat exchangers of the refrigerators and freezers. Around the first warehouse opening, meat and fish were also stored.
	ヒートパイプが丸
	The area where the heat pipe is folded round. The room is pitch black and you can hardly see anything without a light. It is a strange sensation to be inside a refrigerated room where vegetables were supposedly packed.
	入口すぐのところ
	A valve-like structure located just outside the entrance.
	第1倉口付近の第
40	This is the second deck near the first hold entrance and is thought to be the second staff room. Stairs leading down can also be seen.
	伊良湖と逢う
	Meet Irako
	Irako is the most difficult of the wrecks in Coron because of its large depth. Therefore, it is not a dive site that is frequently visited for wreck dives, and before we went there, we had no idea whether we would be able to dive Irako during the limited time we had this trip. Some dive stores require a total of 30 dives in addition to the Advanced Open Water Diver certification, which allows divers to dive to a depth of 30 meters, and some require the Enriched Air Nitrox Diver SP certification, which increases oxygen concentration to extend the dive time. When I asked them if they could take me to Irako after diving at Umali Dive Center for two days in a row, they agreed to arrange the schedule and I could go there with Kogyo-maru on the 6th day of my stay in Coron. I asked him if he would like to go to Irako after his last day of diving. On the seventh day, which was to be the last day of diving, we found out that a dugong tour in the northern part of Busuanga Island would be offered, so we negotiated and got Kyokuzan-maru, which we had given up halfway through the trip, to be included. We were able to secure a schedule that allowed us to see all the ships except for the Nanshin Maru, which is usually too far away to visit.
	伊良湖は水深が大
	On the fifth day of my stay, I took a rest day with only an island tour instead of diving, and when I walked to Umali's store on the sixth day of my stay, the day of Irako, the store was filled with a heavy atmosphere, which is not typical of a tropical resort. The mayor was furious that a tourist had dumped trash in the harbor the day before, and he had called the captains of all vessels engaged in marine activities to halt their voyages. If we did not get permission to leave, we would not be able to see Irako, and since we had already bought our tickets back to Manila, we would have to incur additional costs if our itinerary was postponed. I was surprised that such a situation could happen on the day of Irako's departure, and I realized that the Philippines is a country where things are not so simple.
	滞在5日目はダイ
	After half an hour of sighing on the couch, someone came into the restaurant. "It's the captain! Now we can sail!" ..... It was a blessing in disguise that our departure was only delayed by about 30 minutes, and it did not have a major impact on our schedule.
	30分ほどソファ
	After arriving at the point of Irako, we entered the water and descended along the Derrick Post on the bow side, where a rectangular box-like azimuth chamber emerged into view. When we entered the ship through the hold entrance, it was pitch black inside. When we shone an underwater light on it, we could see countless long, thin metal tubes. It is thought to be heat pipes in the vegetable compartment, and although the Irako ice cream is no longer edible and lost forever, it is a strange sensation to still be able to enter the refrigerator. However, the refrigerated section is airtight and the floor is dark no matter how you look at it. On the way there, the instructor lost track of where he had gone and almost got lost at a depth of less than 30 meters. Fortunately, the room was a dead end and there was another person behind us, so we went back in the opposite direction and were able to join him without incident. The encounter with Irako, which lasted a total of 34 minutes at a maximum depth of 36 meters, ended without incident. Although Kogyo-maru was changed to Olympia-maru due to the waves, we were able to see both Akitsuushima and Irako in Coron, where information was scarce.
	これまでのダイビ
	会社によってはダ
	Some companies toast with San Miguel beer, a Philippine staple, after diving.
	ダイブショップに
	Some dive stores offer transportation in fancy Philippine specialty jeepneys with wrecks painted on them (Reggae).
43-44	戦時標準船と第一
	Wartime standard ship and the first wartime standard large oil tanker (1TL type)
	戦時標準船は、戦
	Wartime standard ships are ships of standard design that can be built cheaply and in large numbers in a short period of time during wartime. If the amount of ships lost in the war exceeded the amount of ships that could be built, logistics could be disrupted, making it difficult to continue the war and run the nation. In Japan, the first wartime standard ships were established in April 1942, and a total of 10 types of ships were designated: six types of cargo ships, one type of ore carrier, and three types of oil tankers. However, little was done to simplify construction, such as basing designs on the peacetime standard ships established in 1939. The construction time was almost the same as that for the same type of ships designed in peacetime, as the strict double bottom was retained, the port arc was not straightened, and the rigging inside the ship and on the deck was made to conform to peacetime conditions. The Japanese Navy underestimated the losses in the merchant fleet, and this was also a result of taking into account the many examples of poor-quality ships built during World War I that later suffered badly.

1942年夏にソ	After the war in the Solomons heated up in the summer of 1942, ship losses increased, and the Second Wartime Standard Ship, which was established in March 1943, greatly simplified the design and introduced block construction methods and electric welding to prepare for mass production. In the construction of the first wartime standard ships before switching to the second wartime standard ships, the design was successively simplified and the latest construction methods were used.
第一次戦時標準船	The three types of tankers of the first wartime standard were: the TL, a large oil tanker of 10,000 gross tons, which was the main ship transporting southern oil to Japan and also served partly as a special oiler accompanying the fleet; the TM, a medium-sized oil tanker of 5,200 gross tons, which transported southern oil but did not accompany the fleet; and the TS, a small oil tanker of 1,010 gross tons, which was responsible for transporting oil between the Palembang Refinery on Sumatra Island, the Bukum Oil Terminal in Singapore, and other southern bases, as well as along the inland coast. The small oil tanker type TS, with a gross tonnage of 1010 tons, was responsible for transporting oil between the Palembang oil refinery in Sumatra and the Bukum oil terminal in Singapore and other southern bases, as well as the inland coastline. To distinguish them from the 2TL and 2TM, which were the standard ships during the Second World War, the TL type is referred to as the 1TL type and the TM type as the 1TM type. The construction of Okikawa-maru was started in March 1943 and completed in October 1943 as the first ship of 1TL built at the Kobe Shipyard of Kawasaki Heavy Industries.
1TLは艦隊用タ	Since the 1TL is a fleet tanker, the degree of simplification is low, unlike ordinary oil tankers, and the three major shipyards of Mitsubishi Heavy Industries Nagasaki Shipyard & Machinery Works, Harima Shipyard & Machinery Works, and Kobe Kawasaki Shipyard & Machinery Works combined can only complete about one ship per month. However, the 2TL was too slow to be used as a fleet tanker, so the Navy continued construction of the 1TL at Kobe Kawasaki. The completed 1TLs joined the Hee fleet to transport oil between the South and the interior, and were commissioned to make up for the loss of fleet tankers. 16 of the 18 ships were lost in the war, most within a year of their completion.
また、1TLの設	In addition, the design of the 1TL was taken over by the Navy, and the Kazehaya class oiler Kazehaya is effectively a sister ship of the 1TL. It would be very helpful to consider the structure of the second ship, Hayatsuki, which had a catapult and a small flight deck.
船名不明の1TL	The bullwork that descends from the bow and stern decks to the upper deck is a curved line, while some 2TLs have a simplified straight line.
興川丸の奮戦	Okikawa-maru's struggle
竣工後、ヒ号船団	After completion, Okikawa-maru was deployed to the Hi fleet, and after loading heavy oil in Singapore, she departed for Manila on September 6, 1944, together with Kamoi, oil tanker Kyokuto-maru, and others. Escorted by destroyer Satsuki and Submarine Chaser Nos. 30 and 33, she sailed around Borneo and Palawan Island to avoid attacks from enemy submarines, and arrived at Manila at midnight on 20th. At 9:30, she anchored and made evasive maneuvers. In the afternoon, anti-aircraft battle started again at 15:08 due to an air raid, and at 15:15, the outer hull plank was slightly damaged by a close hit bullet and fuel oil spilled, at 15:45, the deck was slightly damaged by a direct hit to the port center, and enemy aircraft was evacuated at 17:00.
重油流出約100	The ship spilled about 1,000 tons of fuel oil, reduced its speed to 10 knots, and destroyed steam pipes, hydraulic pipes, and the central part of communication lines, rendering communication equipment, bridge steering gear, and lifting anchor equipment unusable. The number of casualties was 9 (including 2 sailors). Casualties were 1 adjutant, 28 enlisted men, and 5 sailors. Two enemy aircraft were reported shot down. Incidentally, Satsuki tried to catch up with Mata 27A convoy escorting from Manila to Kaohsiung, but she was hit by air raid. In the afternoon battle, she was hit by 2 direct hits on the foredeck and 1 hit near the engine room, which made her impossible to sail. She sank after a fierce battle, reporting 10 downed and 2 destroyed.
興川丸は、神威の	Okikawa-maru, under the command of Kamoi and escorted by Submarine Chaser 30 and 33, departed Manila at 22:00 on the 21st, anchored at 17:30 on the 22nd in northern Coron Bay, and began repairs to the hull with the help of the craft crew.
そして、運命の9	At 9:15, three bombs hit below the port aft waterline, spilling fuel oil; at 9:18, one bomb hit the machine room and one hit the can room, causing them to catch fire; at 9:20, one enemy plane was shot down, but the stern began to sink; at 9:30, the hull finally reached the sea bottom and ran aground. At 10:45, the crew evacuated and transferred to Submarine Chaser 30.
戦死者は9名（内	Killed in action: 9 (including 6 sailors), wounded in action: 3 petty officers and 3 sailors. One aircraft was reported shot down. The machine gun of this ship is too close to the outer hull (which makes the ship sway easily) and the gun emplacement is located high up on the deck, making it difficult to carry ammunition; a machine gun without a shield causes a considerable number of casualties from close-range rounds; the gun emplacement should be mounted directly on the deck without a gun emplacement as close as the keel line (center line of the ship) permits. The "Reference" section of the two battle reports contained almost the same sentence. The ship did not have enough anti-aircraft weapons, and since the machine gun was only installed by ramming into the oil tanker, there were no nearby ammunition depots, so the ship was in a difficult situation where replenishment would be a challenge.
現在のコロンで興	The wreck now confirmed as Okikawa-maru by Coron was once thought to be Taieimaru. Although Taiiei-maru is a 2TL and has almost the same specifications as the 1TL, such as the same gross tonnage of 10,000 tons, the bow and stern port arcs have been eliminated and the ship has a straight configuration, so that the difference can be easily recognized by diving and visual inspection. Since the sinking site is close to that of Akitsushima, diving trips to Akitsushima and Okikawa-maru are often arranged as a set.
45 興川丸の艦尾下に	The huge main rudder under the stern of the Okikawa-maru.
46 艦尾のでローブを	The structure appears to be a rope mooring structure at the stern.
スクリュウの軸受	It enters the vessel through a point near the screw bearing.
スクリュウは脱落	The screw had dropped out and there was a gap between the rudder and the stern. Also, as in early 1TLs, the lower part of the stern is curved.
とても狭い通路や	They go over bulkheads in rooms and oil tanks through very narrow passages and breakthroughs.
「戦時標準船入門	TL-type oil tanker outline drawing from "Introduction to Wartime Standard Ships. Most of the center of the hull is occupied by oil tanks.
47 船尾楼前方にある	It appears to be a machine room opening in the forward part of the stern tower.
48 油槽内は10メー	The inside of the oil tank is structured like a series of connected compartments about 10 meters square.
49 油槽内はほとんど	It was almost completely dark in the tank, and if we were not careful, we might get left behind and get lost. I was tempted to take off my mask and breathe in the air that had accumulated on the ceiling, presumably exhaled by divers, but I was not sure if the gas was safe, so I decided not to do so.
50 船橋楼と船尾楼を	A catwalk in the passageway connecting the Funabashi Tower and the Funao Tower.
船尾楼付近のブル	The bullwork near the stern tower is rounded like an unsimplified 1TL.
船尾楼付近に長方	A rectangular oil tank opening with rounded corners is located near the stern. A ladder remains so that the interior can be cleaned when empty. Originally, there was a lid with an oil port and a measurement window screwed on.
船体中央付近には	Derrick Post remained near the center of the hull.
バルブのようなも	Looks like a valve. Could not tell if it was an oil supply valve because it was near the machine room opening.
船尾楼付近の船内	A windlass reel that was on board near the stern tower.
油槽船内。ガイド	Inside an oil tanker. The guide is pointing to what he says are the bones of a sea turtle that wandered in and died.
51 太栄丸はどこ？	Where is Taieimaru?
古写真は1944	The old photo appears to be of the 2TL Taiiei-maru taken during the Coron air raid on September 24, 1944. The southwestern tip of Sangat Island is shown in the upper left, the Curtiss SB2C Helldiver is below it, the Olympia-maru is near the upper right, and the small boat running between the Olympia-maru and the Taiiei-maru may be a specially built submarine chaser. The wreck that was once known as the Taiiei-maru has now been renamed the Okikawa-maru, but where did the Taiiei-maru go? If it was not dismantled after the war, it may still be lying somewhere in Coron.
米国戦略爆撃調査	From U.S. Strategic Bombing Survey document, distinguishable from 1TL by the location of the Derrick Post and the fact that the bridge tower is small and does not reach the port and starboard sides.
52 上甲板に立つデリ	Derrick Post standing on the upper deck.
53 竣工当時と思われ	Olympia-maru as it was when completed, with the Mitsubishi mark on the chimney. The tip of the derrick boom is fixed to a square ventilation tube standing on the upper deck of the bow side (collection of the Museum of Maritime Science).
三菱造船長崎造船	Olympia-maru was a cargo ship built at Mitsubishi Shipbuilding Nagasaki Shipyard and operated by Mitsubishi Corporation and later by Mitsubishi Kisen Kaisha, Ltd. She was commissioned by the Army on July 21, 1941 and converted into an aircraft carrier for the inspection, maintenance, and repair of aircraft. The second deck on the first to third holds forward was used as a factory for aircraft maintenance, etc., while the second deck on the fifth to sixth holds and the second to third holds were used as living quarters, and were operated by the 18th Ship's Air Plant, which was organized on October 25.
太平洋戦争開始時	Olympia-maru was in Saigon at the start of the Pacific War when a screw blade broke, but was rush-repaired at a machine shop and supported operations in the Malay region. She then supported air operations in Palembang and Java, and was based in Singapore, and was active in Southeast Asia, entering Manila in July 1944.
丸に「大」と読め	Bricks made of three-stone refractory bricks stamped with an imprint that reads "大(large)" on the circle, and square and octagonal tiles are collected on the upper deck. These tiles may be tiles for the water area, as officers' quarters and latrines were installed on the upper deck when the ship was converted to an air craft. The bricks may have been used for boilers, etc. or may be setup materials.
54 丸みを帯びた船尾	Rounded stern.
船尾付近には丸い	There are round and square pedestals near the stern. It was not clear if they were machine gun pedestals or the original structure.
デリックのワイヤ	Wreckage of the winch that reels Derrick's wire rope. It was found on the upper deck near the Derrick Post.
55 船尾楼付近。ロー	Near the stern room. The stern room, where the rope still remains, was entered through this entrance.
第6倉口と船尾楼	View of the 6th hold and the aft tower. Two Derrick Posts stand on the aft deck.
56 骨組みのみだが1	The gun emplacement at the bow, which carried a 10cm swivel gun, is well preserved, although only the framework is visible. At the stern, a Type 88 7.5cm field high-angle gun with a base tube was mounted.
左舷側から見たお	Bow of Olympia-maru seen from port side. The gun turret is on the bow.
ソロモン諸島に残	The remaining Type 88 7.5cm field high-angle gun in the Solomon Islands.
動力用の補助缶な	A steam boiler was left in the hold, although I do not know if it was an auxiliary can for power or for machine tools. It may have been used for daily life in the latter part of the ship, which was mainly used as a residential area.
57 船首側の上甲板上	The rectangular ventilation tube, which was located between the first and second hold openings on the upper deck of the bow side, was broken at the root and overturned toward the first hold opening. The ventilator was also used as a platform for fixing the tip of the derrick boom when sailing, so it had a kind of triangular framework attached to it, which can be seen in a photograph taken at the time of completion of the ship.
船首側の倒れた通	Top view of the collapsed ventilator on the bow side of the vessel.
おりんぴあ丸で見	Cinderella nudibranch found in Olympia-maru.
船尾側の上甲板上	The ventilation tube between the fifth and sixth holds on the upper deck on the aft side of the ship is still in place.

58	船橋楼後ろの第5 第5倉口から下り	Looking down on the second deck from the fifth hold opening behind the bridge tower. In most cargo ships, a hole of the same size connects the hold opening to the bottom of the hold, but Olympia-maru has a smaller opening on the second deck than the hold opening, leading to the hold.  Descending from the fifth warehouse entrance, we look over the second deck.
59	船首楼の内部。船 第2船倉内にはド	Interior of the bow tower. Inside the bow and stern towers, there were many ropes that appeared to be used for mooring.  A number of drums were left in the second hold.
60	船倉内から倉口を	View from inside the hold.
61	モラザン時代の写 モラザンと越海丸	Photo and waterline hull view of the ship during the Morazan era. It is now sunk in a prone position.  Morazan and Ekkai-maru
	イギリスのリバブ	Built in Liverpool, England and completed in 1908, the original Ekkai-maru was named Manco, She was a coal-fueled steam-engine passenger ship, and was used by the Royal Navy during World War I. The ship's owner was changed to the U.S., the name was changed to Morazan, and the boiler was also changed from coal. The ship's owner was changed to the U.S., the name was changed to Morazan, and the boilers were changed from coal to oil. On December 8, 1941, at the beginning of the Pacific War, Morazan was captured by the Japanese Navy in Shanghai, and arrived at the route between Korea and the Sea of Japan as Ekkai-maru belonging to Nihonkai Kisen Kaisha.
	1 9 4 4 年 8 月 1	On August 12, 1944, she became an Army Dividend Ship, and on August 17, she loaded 500 tons of coal for ballast, about 300 tons of military equipment, and 2,300 food troops, and departed Moji on August 19, joining Oil Flotilla Miri 15 for Miri, Borneo; on September 5, she linked Kaohsiung and Manila, joining Tama 25 Flotilla, which included a tank division. Departed Kaohsiung, lifted troops at San Fernando on September 12, and about 1,500 troops were transferred from Chaina Maru; arrived in Manila on September 18, was bombed in Manila on September 21, and was bombed and sunk in Coron Bay on September 24; arrived in Manila on September 18, was bombed in Manila on September 21, and was sunk in Coron Bay on September 24.
	中央アメリカの英	Named for Francisco Morasan, a Central American hero and president, the hold once stored Central American oil and Honduran bananas.
62	機関室には円筒形 参考例として、1	A cylindrical scotch boiler remains in the engine room. It contained a fire chamber to burn fuel and numerous smoke tubes through which combustion gases passed to transfer heat, boiling the water in the boiler to produce steam. This is a form of boiler not often seen on Japanese Navy ships, as most of them are three-drum water-tube boilers. Could the cavity on the next page be the boiler's fire chamber?  As a reference example, a scotch boiler of Hitachi-maru completed in 1898.
64	船橋付近。このペ 船倉内。手前には 前甲板のデリック 船倉内から見上げ	Near Funabashi, The photos on this page and the bottom of the next page are rotated 90 degrees.  Inside the hold. A ladder can be seen in the foreground.  Derrick Post on the foredeck; visibility was so poor that we could barely make out what the other structures outside the vessel were.  Looking up from inside the hold. There were several large holes in the upper deck.
66	後甲板の第5と第	The long mast between the fifth and sixth holds on the aft deck and the Derrick Post on the left and right, which supported the derrick booms by passing wire ropes through the outriggers at the top of the mast. The one on the foredeck also survives.
67	戦時標準船 1 A 型 戦時標準船 1 A 型	The peacetime standard design ship (NITTAI MARU) on which the wartime standard ship Type 1A was based. The actual bridge tower of the Type 1A is slightly different, having a convex-shaped upper part.  Wartime standard ship type 1A Kyokuzan-maru
	第一次戦時標準船	Among the standard ships of the First World War, there were two types of long-distance ocean-going cargo ships that could replenish supplies overseas: Type 1A and Type 1B. The 6,400 GT Type 1A was designed for the Army, which favored larger ships with emphasis on transportation efficiency, while the 4,500 GT Type 1B was preferred by the Navy, which emphasized avoiding submarine thunderstorms and damage distribution. The Kyokuzan-maru is thought to have been the first ship built by Kawanami Industry, which was responsible for the production of the 1A.
	1 9 4 3 年 7 月 1	On July 19, 1943, she became a Navy-designated ship and transported domestic cargo in Japan and iron ore from Hainan Island, etc. After being commissioned by the Army on May 8, 1944, she went to the Philippines, where she was bombed on October 2, 1944, and sank near Dimaranta Island, north of Busuanga Island.
	旭丸山を見るには 前甲板の第2、第	To see Kyokuzan-maru, you can negotiate with a dive store in Coron Town to add it to your dugong tour, or you can sign up for a dugong dive center attached to the El Rio Y Mar resort hotel on the north side of Busuanga Island with two or more people or pay for two dugongs for one person. You can also pay for two dugongs.  A gantry-type Derrick Post between the second and third holds on the foredeck; the one on the aft deck is also extant.
68	船尾楼の左舷側を 船尾楼の右舷側を 船尾楼甲板に取り	View of the port side of the stern tower.  View of the starboard side of the stern tower. The staircase and fall barriers are well preserved.  A heptagonal high-angle gun emplacement mounted on the stern deck. Two high-angle guns were mounted on the bow.
69	凸のような形をし 船橋楼中央にあっ 煙突の後ろに4つ	The navigation bridge, which is the forward apex of the convex-shaped bridge tower, was only a framework. In the foreground is the wheelhouse, and in the upper left corner of the photo is the chart room. The small compass bridge further above has been lost.  The chimney in the center of the bridge was broken off at the root and rolled away, leaving a round hole in the top of the bridge.  Four kissel-type ventilation stacks that were located behind the chimney. The base still remains.
70	船橋楼で航海船橋 端艇甲板の下とな 後左舷で船橋前の	The endboat deck below the navigation bridge in the bridge tower. Although there was a radio telegraph room and captain's quarters, the walls were destroyed and the passageway is thought to have been integrated into the building as well.  There was a galley on the back side of the bridge deck, which was below the end boat deck, and a hole was left for a pot on the stove.  Aft port, in front of the bridge, with the stairs to the second floor still in place.
71	後甲板の第5船倉 崩壊した機械か何	The fifth hold on the aft deck. It is divided into two levels by the second deck cargo hold and the hold further down. The second and third holds on the foredeck and the fourth and fifth holds on the aft deck are connected.  Collapsed machinery or something. There were many remains such as tires and bottles in the hold, probably because the north of Busuanga Island is a place where divers are scarce.
72	船首を見上げる。	Look up at the bow of the ship.
73	漁業監視船時代の 駆潜艇は沿岸や港	Terukaze-maru in the era of fishery surveillance vessels.  Submarine chasers patrol coastal areas and harbors to prevent enemy submarines from entering, and are equipped with anti-submarine sonar and mines to conduct anti-submarine sweeps. In the Pacific War, fishing boats and other vessels were requisitioned and converted into specially equipped submarine chasers, which were also used for fleet escorts.
	照風丸は日本統治	Terukaze-maru was a Korean pelagic fishery surveillance ship during the Japanese occupation period, completed on August 20, 1936, with a gross tonnage of 257 tons, and became a special Submarine Chaser belonging to Maizuru Township on January 1, 1943, and was assigned to the Third Southern Fleet for the Philippines. In August 1944, she was in Zamboanga, Mindanao, Philippines, under the command of patrol boat 103, conducting anti-submarine sweeps and escorting the oilers Shiretoko and Suzaki to and from Cebu, Bongao, Tawi-Tawi, Manila, etc. In September, she was in Manila, Cebu, Lookout Bay on the west coast of Mabaste Island, etc. as a fleet escort.
	10月25日に「	On October 25, an order arrived: "Patrol Boat 103 and Terukaze-maru are to proceed to Coron Bay to engage in anti-submarine patrols in Coron Bay under the command of the Chief Officer in command, and are to prepare for long-term operations and sail away. On the 27th, Terukaze-Maru was hit by 12 Grumman machine guns south of Bandarotejan (where is unknown), killing 4, seriously wounding 6, and damaging the compass and radio. The ship's compass and radio were damaged, making it impossible to sail alone except in wide-open seas. It was necessary to sail to Manila for repairs.
	28日には、「照	On the 28th, "Terukaze-maru, Patrol Boat 103 is ordered to turn to Coron Bay and be on alert there" and further, Patrol Boat 103 was ordered to "Rescue Submarine Chaser 15 which is stranded at E121.35, N12-53" and Terukaze-maru Terukaze-maru was ordered to "keep watch over Coron Bay until further notice. The Terukaze-maru was never heard from again, but on November 4, she was hit by an air raid northeast of Tangat Island in Coron Bay and sank.
	また、「伊良湖は	There are also statements such as "Irako sank on October 21," suggesting that this may have been the date that Irako was completely submerged after being badly damaged by fire during an air raid on September 24.
	船首付近に係留口 上から見た船首。	There is a fairleader near the bow to prevent damage to the mooring rope.  Bow from above. The photo on the previous page also shows the bow looking up.
74	上甲板から上の構 船尾側の上甲板か 煙突は残されてい 上甲板の左舷にあ	Near the wheelhouse, which is the bowmost part of the structure above the upper deck. Probably the second floor has collapsed.  The porthole marks were also well preserved as one entered the cabin from the upper deck on the aft side.  The chimney is left in place.  Corridor on the port side of the upper deck.
75	第2甲板は柱があ 右舷側にあった部	The second deck is a large space, albeit with pillars. The photo shows a room on the bow side, and I was told that the object protruding from the floor slightly above center right of the photo was a periscope, but since there should be no such object on a non-submarine ship, it may be a steering-related object.  A room on the starboard side. It may be a cooking area.
76	上下写真は崩壊が	The upper and lower photos show the stern where the collapse has progressed. Middle photo is port side.
77-79	ルソン・ガンボー	Is the Lusong gunboat an Urup-maru?
	コロンのダイビン	One of the dive sites in Coron is called Lusong Gunboat, Lusong Gunboat's Lusong Island is a small island south of Busuanga Island in Coron, not Luzon Island, where the Philippine capital, Manila, is located. The wreck of a ship that has been in a state of advanced collapse exists in the form of a coral reef, and it seemed as if a coral reef dive included a shipwreck as an extra. Because of the shallow depth of the reef, a single cylinder can take you around the reef for a full 60 minutes, and you can play with clownfish hiding in the anemones attached to the wreck. The shallow water makes them visible from the sea, and they can be seen by snorkeling or bare diving, and some courses are included in boat tours of the island.
	このルソン・ガン	Research on this Lusong gunboat revealed a special submarine chaser named Urup-maru, which sank on October 31, 1944, at about the same location. It was a marine animal protection and surveillance vessel of the Fisheries Bureau of the Ministry of Agriculture and Forestry, which protected sea otters and fur seals in the central Kuril Islands, monitored poaching, and operated supplies to communicate with the various islands.

	<p>On February 1, 1944, it became a special submarine chaser under the jurisdiction of Yokosuka Township Office and was assigned to the Palau area as the 30th Ground Task Force. On 28 October, Urup-Marū, which was in Manila, "promptly turned to Coron Bay, took custody of the Irako watchman guarding Lusong Island, and escorted Kyodo Maru, which was berthed there," and returned to Manila. At 10:30 on the 31st, Urup-marū arrived at Luzon Island in Coron Bay, and at 10:50 contacted the Irako watchman and began to take him in. Consolidated (B24 perhaps?). One aircraft was spotted going to the north face and was placed in combat position, at 11:25, after completing the accommodation of the Irako observer, the aircraft took shelter at 11:38 at an angle of 150 degrees from a mountain 84 meters south of Lusong Island, 500 meters from the coastline. at 12:50, the aircraft started to engage and fire was observed in two engines of the enemy aircraft. The enemy aircraft dropped 6 bombs. The starboard side of the machine room was damaged by a close-range bomb, flooding the ship and making it impossible to navigate. At 12:55, the ship was flooded at a 4-degree angle to port, some reaching the upper deck. At 19:00, the ship slanted 15 degrees to port, flooded and reached the upper deck, and there was no hope of recovery. On November 1, the date changed, the crew completed the burning of classified documents and returned to Manila at 8:00 a.m., soltiting up to convov Sama 13. which departed from Miri. Borneo. including sea defense vessel No. 26. There were five wounded and two minor injuries to</p> <p>Since the sinking site is relatively close to the location of the Lusong gunboat and is consistent with the fact that the boat sank with its port side pointing diagonally downward, it is highly probable that the Lusong gunboat is the Urup-marū. However, it seemed extremely difficult to directly confirm this by looking at the hull, which was too far advanced in collapse to actually dive.</p>
1944年2月1	
沈没地点はルソン	
得撫丸の戦闘詳報	The sinking site from Urup-marū's battle report. The location is close to that of the now sunken Luzon gunboat and is consistent with the port side being down.
中部千島の海上を	Urup-marū from the days of the Fisheries Bureau of the Ministry of Agriculture, Forestry and Fisheries, going over the waters of the Central Kuril Islands.
船首近くの構造。	Structure near the bow. The upper deck is almost only a skeleton.
しっかりした構造	A structure that I thought might be around the engine room area with a solid structure remaining.
水線下で揺れを抑	Is it a bilge keel to reduce swaying below the waterline?
このページは船室	This page shows the forward view of the cabin.
80 スケルトンレック	skeleton Wreck
コロンで最も謎多	The most mysterious ship on Coron is the Skeleton Wreck, sunk on the west side of Coron Island. The bow of this 25-meter-long ship, sunk between 5 and 22 meters below the surface of the water, is visible from the surface and can be submerged. It is believed to be a Japanese supply ship sunk in an air raid, but according to the guide on the island-hopping tour we took that day, it was a Republic of China ship sunk in 1942, so we do not know what is correct. It is easily visited by island-hopping tours or private boats, and many people tried bare diving in the shimmering glow.
無数の魚と戯れる	It is also a place where you can play with countless fish.
81 竣工当初と思われ	Kogyo-marū, believed to be at the time of completion.
給兵船興業丸	Kogyo-marū
1938年に浦賀	Kogyo-marū, a large cargo ship built at Uruga Dockyard in 1938, was ordered by Yamashita Kisen Kaisha, but was traded to Kokusai Kisen Kaisha and sold to Okada-gumi later that year. After being commissioned by the Navy, the ship was outfitted at the Kobe Shipyard of Kawasaki Heavy Industries to transport soldiers.
現在のミクロネシ	On January 11, 1944, she was struck by the U.S. submarine Tautog off the coast of Daiozaki, flooding her machine room and can room and tilting her port side. Patrol Boat No. 46 towed her to repair the damage.
1944年8月1	She left Moji Harbor on August 15, 1944, for Keelung, Taiwan, on August 25, joining the Mota 23 fleet and the Tama 25 fleet, which, like Ekka-marū, departed Kaohsiung on August 25 and arrived in Manila on September 18. Like the other ships, she moved to Coron to avoid air raids in Manila and was sunk in an air raid on September 24.
今回のコロンでの	I could not dive there during my stay in Coron this time due to a change of schedule, so I could not introduce it to you. Since the diving is often combined with Olympia-marū and Ekka-marū, which are
興業丸の側面と鳥	located close to each other, and since it does not seem to be a very difficult dive, I would like to look for the next opportunity.
82 コロンへのアクセ	Side and bird's eye view of Kogyo-marū.
	Access to Coron
日本からブスアン	There are no direct flights from Japan to Busuanga, so it is necessary to change planes in the capital Manila or the second largest city, Cebu. Manila International Airport has four terminals, and shuttle buses between terminals are available only once every 30 minutes to an hour, making travel time consuming. If possible, it is better to use only Philippine Airlines or Cebu Pacific Airlines, which offer connections to both international and domestic flights at the same terminal. If you arrive in Manila late at night, there is a capsule hotel in Terminal 3 that can be reserved online. There is a weekly ferry service from Manila on Wednesdays and from Busuanga on Fridays, but it seems to take longer from Manila due to the transit flights.
航空券	airline ticket
2020年より前	Before 2020, many LCCs flew from Narita and Kansai to Manila, Cebu, and Clark, and the fares were low, but today, a one-way trip between Japan and the Philippines costs about 25,000 yen. The author took advantage of Cebu Pacific's 1 yen, 1 peso sale from Narita to Manila, and the round-trip fare was 14,224 yen. For domestic flights within the Philippines, I purchased the tickets just before the flight, and the cost was about 6,000 yen from Manila to Tacloban, about 8,000 yen from Cebu to Busuanga, and about 12,000 yen from Busuanga to Manila. Since tickets to Busuanga tend to be cheaper to/from Cebu than to/from Manila, Busuanga from Japan is likely to be cheaper via Cebu. Since Philippine Airlines has a partnership with ANA, award tickets can be issued with ANA frequent flyer miles.
空港から街へ	From the Airport to the City
ブスアンが空港か	It takes about 30 minutes by car from Busuanga Airport to Coron Town. Use the message function on hotel reservation sites such as Agoda and Expedia to contact the lodge where you made your reservation to arrange for a shuttle car. Even if you have not made a reservation in advance, there are many car drivers waiting for you just outside the airport building, so you can find a car with an available seat and have it take you to your lodgings. The fee is 250 pesos one way. The car will be a Toyota Hiace, and you will share it with other passengers.
宿から空港への送	It seems that the only way to get from your lodgings to the airport is to take a shuttle from your lodgings to the airport about 2 hours and 30 minutes before your flight departs, and even if you arrive early, there is nothing to do at the small airport. Even if you arrive early, there is nothing to do at the small airport. You can either kill some time at the privately owned restaurants and stores outside the airport or sleep on the airport benches. Also note that Busuanga Airport only has propeller-driven planes arriving and departing, so even if you check in online, you will need to go to the check-in counter. Since they will change your seat without your permission to adjust for the weight of your luggage and people, negotiate with them to change your seat to one that is closer to what you want.
ホテルとSIM	Hotels and SIMs
フィリピンで安宿	When booking a cheap accommodation in the Philippines, be sure to check if a hair dryer is available. Shampoo and soap may not be available, so bring a small bottle with you or buy them at a pharmacy in Coron Town. Jazmine's Place, where we stayed this time, has laundry facilities, and we were able to borrow a polyethylene bucket to remove salt from our diving equipment.
フィリピンの携帯	Globe and Smart are the cell phone companies in the Philippines, which are equivalent to Docomo and au in Japan, so you should buy a prepaid SIM at Manila airport or other places. You can also buy an Asia package from Thailand AIS in Japan. When I used AHAMO's roaming service, which allows high-speed communication for up to 15 days overseas with 20GB per month, I was able to connect to either Globe or Smart for communication. I was able to connect to either Globe or Smart, but sometimes I had to manually switch to 4G because I was connected to a 2G line and it stayed there.
83 おりんぴあ丸の船	A dogfish dances near the bow gunwale of the Olympia-marū.
ダイビングを始め	Start Diving
ダイビングを行う	To dive, a so-called C-card license is required. OW (Open Water Diver) allows you to dive up to 18 meters underwater, and AOW (Advanced Open Water Diver) allows you to dive up to 30 meters underwater. 2 days for OW, 2 days for AOW for prior learning, and 4 consecutive days to obtain them together. The return flight must be the next day to avoid decompression sickness. In Japan, Naha is inexpensive, including accommodation, and Cebu in the Philippines is also inexpensive. Obtaining a license in Busuanga is more expensive than in Okinawa, but if you want to have a hands-on experience, including actual combat, obtaining a license in Busuanga is worth considering.
コロンでダイビン	Diving in Coron
コロンでの沈船ダ	If you want to dive at Irako, you will need to have an AOW and have not blanked for more than a year.
水中40メートル	At Coron, it is very casual to dive in the wreck, so Wreck Diver SP is not necessary. was not required at Coron, but I think it is useful to prove your skills.
ショップを探す	Find a Shop
グーグルマップで	If you use Google Maps to view the area around Coron Town and search for "wreck dive", you will generally find a dive store. If you don't hear back from them after a few days, use other means of communication to contact them. If you don't receive a reply within a few days, use other means of communication to urge them to contact you. It is also a good idea to walk around to the stores the day before.
ショップを選ぶ	Select Shop
ダイビングショッ	There are many dive stores run by Westerners, Filipinos, Koreans, etc., and some are attached to resort hotels. Many of the Western-affiliated stores are frequented by tourists from Europe and the United States, and their safety standards are on par with those of developed countries, so you can be sure that in many cases they will take into account your individual skills. However, you should always check the equipment yourself before entering the water to make sure it is in good working order. Filipino management is more local atmosphere with many Filipino tourists on some days, and it is easy to say "Penetration is the only way to go on a shipwreck! Even if you are inexperienced, you can have an exciting experience, but if you are not sure about your skills, be sure to let them know in advance.
今回利用した欧米	The Western store we used this time was RDC, and because of the large number of participants, even if you go alone, it will be easy to be matched with someone of similar skills or someone who uses Enriched Air Nitrox. It is best to make a tentative reservation two days in advance as it tends to fill up. A reservation deposit of 1,000 pesos is required the day before and is non-refundable. The ship's cruising speed is 18 km/h.
フィリピン人経営	The Filipino-owned store Umalì is a family-run business with a friendly atmosphere. The fee is 500 pesos paid in advance the day before and refundable until early morning of the day of the tour. The ship's cruising speed is 16 kilometers per hour. After a few days of going, they were kind enough to listen to my requests for the ship I wanted to dive, but detailed requests such as "I just want to see the exterior of the ship" were not easily granted, so it seemed I would have to go with two or three people or pay a reasonable fee for one person to rent a guide.
料金はどちらのシ	Both stores charge 4,500 pesos for 3 bottles a day, and Umalì has an extra charge of 250 pesos for an underwater light. As a rule, you need to pay in cash only and have more money with you since the ATM was not working at times due to power outages or holidays. Easy Diving also seems to have a speed boat, which is good if you want to save time.
パラワン名産の海	Lobster King offers Palawan's famous sea grapes and lobster, grilled with garlic, the Filipino way.
84 「Full Wi	Full Width" is a misnomer for "waterline width."
85 コロンの沈没船諸	Coron Wreck Data
「全長」は船の	Total length" is the length from the fore end to the aft end of the vessel, and "length between perpendicular lines" is the length from the tip of the water line to the center of the rudder shaft.
「基準排水量」は	The "standard displacement" is the weight of a fully loaded vessel minus fuel and fresh water. Gross tonnage" indicates the size of a commercial vessel and is calculated based on the enclosed space volume. In the past, open decks were often provided to reduce tolls, such as those in the Panama Canal.
伊良湖は9月24	Irako was heavily damaged and burned in an air raid on September 24 and sank on October 21 or later.

	「船首の角度」は	The angle of the bow indicates the direction of the bow at the time of sinking. Urup-maru has shallow water at the stern and deep water at the bow; Terukaze-maru has deep water at the bow and shallow water at the stern.
86	夜は沈船のクラブ	We'll toast the night with a craft beer from the wreck!
	ダイビングで沈船	After diving and enjoying the wrecks, you want to enjoy the Coron sea at night as well. For this, head to The BrewHouse Coron, where you can taste craft beers named after shipwrecks such as "Irako," "Akitsushima," "Olympia-maru," and "Okikawa-maru. The beer bar, crowded with local Filipinos and Western tourists, is spacious with counter and table seating, and you can spend a tropical resort-like evening listening to live music inside the bar. Akitsushima, a white beer, is sweet and refreshing with a banana flavor. The India Pale Ale, Irako, was citrusy and easy to drink, with little bitterness, perhaps due to the lack of hops.
	India Pa	India Pale Ale "Irako". A true taste of Food Supply Ship.
	バイエルン地方で	Akitsushima has become a popular white beer in the Bavarian region.
	クラフトビールの	Craft beer menu list. You can feel the master's attention to detail.
	コロントウンの食	Food situation in Coron Town
	Organiko	Organiko, a restaurant on the main street, has a lot of Filipino food at reasonable prices, and I went there almost every day. The seafood kare-kare next door at Burp Seafood is also excellent, Lobster King, on the outskirts of town, takes lobsters and mudcrabs from the tanks, and there are very few foreign tourists. There is also a karaoke restaurant near the harbor where you can choose from a selection of pre-made side dishes for the masses, and fast food options include McDonald's and Andok's, a major Filipino restaurant, Supermarkets run by overseas Chinese merchants are also convenient.
87	編集後記	editorial postscript
	コロンに滞在して	During my stay in Coron, I often hear the word "Japanese" and frequently see Japanese words through the names of shipwrecks, numerous Japanese ships are sunk in Coron Bay, and tourists from all over the world gather there in search of them. Despite this, I was very sad to see not a single Japanese person in Coron, and this was a major motivation for me to create this book, because I wanted people to be as interested as possible in what kind of place Coron is. I hope this book also conveys what it was like to stay in Coron, as I had no idea what to do after arriving at Busuanga Airport at first.
	今回の旅は、空港	This trip was full of troubles, as I mistakenly reserved a room for a woman at a capsule hotel in the airport and had to sleep on an empty massage bed as soon as I arrived in Manila. During the diving, we encountered such problems as a mouthpiece falling off, forgetting to open the cylinder valve, and a light running out of battery power. I learned firsthand the importance of not feeling like a customer when diving at a resort, but of doing a final check of one's own equipment, and of recognizing the instructor as one's "buddy" and making every effort to dive safely.
	ダイビングの経験	Although I was almost an amateur with a total of 19 dives in 7 days, I was able to dive a total of 14 dives in 5 days and a one-day island tour, and finally saw 9 major wrecks except Kogyo-maru by securing a schedule to dive all the ships except Nanshin-maru in the distance. By the way, dugongs were seen only 4 times from the sea because the visibility was only 2 m. We were lucky because Kyokuzan-maru was increased to 2 dives, but creatures are more difficult to see than wrecks, which we can always see if we dive. Dugongs are said to be visible 80% of the time from the sea, but you have to be lucky to see them swimming side by side and take a picture of them.
	最後に、日本では	Lastly, I would like to thank Allan Umali's store for showing us the world inside the wreck, which we could not have experienced in Japan, for 4 days. I would also like to thank RDC for showing us Akitsushima.
	BRUP SEA	Seafood Karekare from BRUP SEAFOOD, a sweet peanut and coconut stew, rich in mud crab and vegetables.
	滞在した星2宿の	Jazmine's Place, a 2-star inn where we stayed, rooms for up to 4 people cost about 3000 yen per night. Bath amenities were soap only, no hair dryer. Hot water for the shower came out rather quickly. You can dry your swimsuit, etc. on the balcony. There is a choice of three free breakfasts and one for an additional charge.
	※執筆時点で1フ	*At the time of writing, 1 Philippine peso (PHP) = 2.5JPY = 0.018USD.