



The SMS Cormoran II  
SMS コーモランII  
SMS 코모란II



German captain,  
Adalbert Zuckschwerdt  
コーモランIIのアダルバート・  
ザクシュベルト船長  
코모란II의 아달베르트  
자크슈베르트 선장



# GUAM'S UNIQUE HISTORY BENEATH THE SEA

グアムの海に眠る戦争の爪痕  
괌 바다에 잠들어 있는 전쟁이 할킨 흔적

Story by F. Megumi Camacho

Photo courtesy of Guam Museum, Guampedia Foundation, MARC and Tim Rock

Guam is a unique island because despite its tiny size it has many firsts, oldest, tallest, biggest, deepest, and only place in the world types of facts to share with visitors. Guam's Chamorro people are descended from the oldest culture in the Pacific Ocean and the island is the biggest in Micronesia. The ocean around Guam is the deepest in the world because of the Marianas Trench. The

island's tallest mountain, Mt. Lamlam, extends below sea level in to the Marianas Trench, making it arguably the tallest mountain in the world, taller than Hawaii's Mauna Kea. You can visit Guam and say you climbed the world's tallest mountain and swam in its deepest sea all on the same day.

Another unique place in Guam is under the sea in Apra Harbor. It is the site of

not one, but two old shipwrecks from World Wars. What makes them special is that they are each from a different World War and they are touching. The SMS Cormoran II and the Tokai Maru lay side by side, touching at their hulls, creating the only place in the world where you can touch a shipwreck from WWI and one from WWII at the same time. As you might imagine, each ship has its own





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本格적인 튀김 등 전통 일본식의 메뉴, 파파야 볶음 등 현지의 식재료를 사용한 음식, 화려한 롤 스시 등 다양한 퓨전을 즐길 수 있는 레스토랑. 아침에는 마음 따뜻한 해지는 일본 정식으로.



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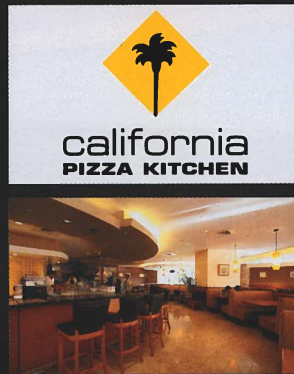
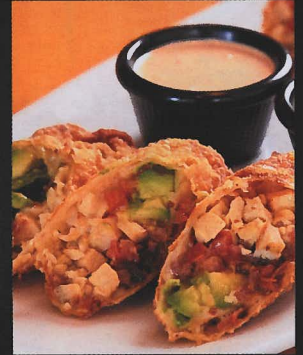
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story as to how it came to lie on the bottom of Apra Harbor and each one is interesting.

The SMS Cormoran II was originally a Russian vessel named the SS Ryazan that acted as a combination passenger, cargo, and mail carrier serving routes in the North Pacific. She was captured by the Germans as their first prize of World War I. It was refurbished and renamed the SMS Cormoran II. From the moment she left the harbor on her very first mission, the SMS Cormoran was chased by Japanese warships. The pursuit lasted months, ending on December 14, 1914 when the bedraggled Cormoran made her way in to Apra Harbor with only 50 tons of coal left in her bunkers.

At the time, Guam was a territory of the United States and the island was under the military rule of Governor William John Maxwell. Although the two countries were not at war at this time, Maxwell still refused to give any coal to the SMS Cormoran. In fact, he ordered the Cormoran to leave Guam within 24 hours or submit to detention. This did not sit well with the German captain, Adalbert Zuckschwerdt, who had no choice but to submit as he did not have the coal to outrun the Japanese warships waiting outside the harbor.

The crew of the SMS Cormoran remained onboard their ship for nearly

two years until Governor Maxwell became sick and was replaced. The new governor, William Cronan, allowed the German sailors to leave the ship and come ashore. The crew were treated like guests of the United States and eventually achieved a minor celebrity status with the local people. The freedom to come and go continued until April 7, 1917, when the United States entered World War I.

Following the official outbreak of war between the United States and Germany, the new Governor Roy C. Smith arranged to have a message sent to Captain Zuckschwerdt aboard the Cormoran. The message informed the German captain of the new situation between their countries and demanded the immediate surrender of the Cormoran to the Americans. The crew was to become prisoners.

The message was taken out to the Cormoran on a speedboat. While making their way to the ship, the Americans passed a supply boat coming from the Cormoran heading for the shore. The Americans hailed for the supply boat to stop, but it didn't. Finally, USMC Corporal Michael B. Chockie fired a shot over the bow of the Cormoran's supply boat. This shot, fired in Guam, became the very first shot fired by the American forces in World War I.

When Captain Adalbert Zuckschwerdt received the message demanding the

surrender of his ship, he refused. Instead, he offered to surrender his entire crew as prisoners of war. He sent the Americans back to the shore, asking for a written response from Governor Smith. As the Americans were making their way back to shore to deliver the German captain's message, they felt a rumble in the ocean. Looking back at the Cormoran, they saw a huge explosion happening and the ship slowly sinking beneath sea. Rather than surrendering his ship, Captain Zuckschwerdt had decided to scuttle the Cormoran instead.

He had hustled his 353 crewmembers off of the ship and thought everyone was safe during the four minutes it took the Cormoran to sink. Unfortunately, he was wrong. There were seven sailors still on the SMS Cormoran when she went down. Six of the sailors were recovered and given burials with full military honors in the Naval Cemetery in Hagåtña, next to Padre Palomo Park. The seventh sailor's body was never recovered. There is also a monument to the Cormoran in the cemetery and the six lost sailors are buried next to it.

The remaining crew and captain were relocated to a prisoner of war camp in Asan before eventually being transferred to the US mainland. Captain Zuckschwerdt was never fully accepted among his crew again, who blamed him for the deaths of

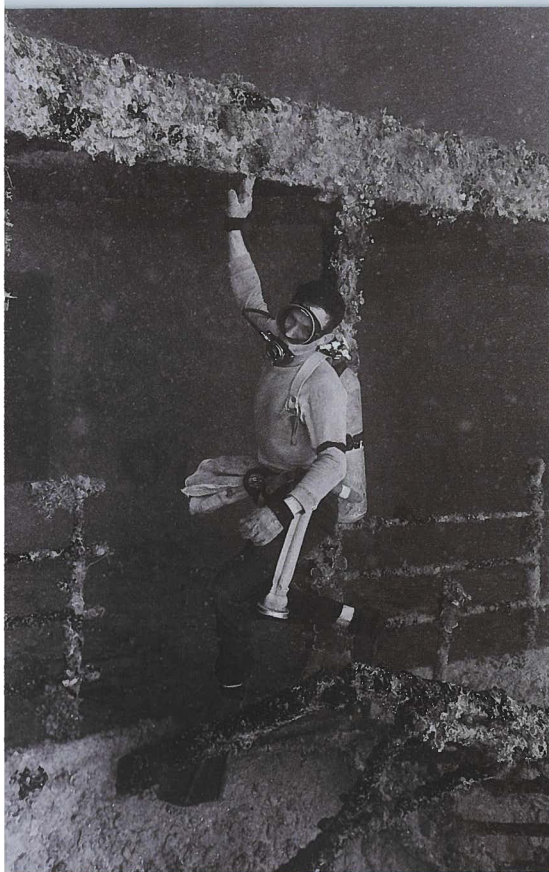


Captain and officers of the SMS Cormorant  
コモランIIの船長と幹部たち  
코모란II의 선장과 간부들



Crew members of SMS Cormoran gather for a group photo during their New Years party 1915.  
船上生活を送るコモランIIの船員たちによる1915年新年パーティー。  
선생 생활을 보내는 코모란II의 선원들의 1915년 신년 파티





Herbert Ward diving to the Cormoran.  
ヘルバート・T ウォード氏によるコーモランIIの遺品回収  
허벌트 T 워드씨의 코모란II 위품 회수

the seven sailors. He had fond memories of his time Guam, though neither he nor any of the crew ever returned. Both they and the Cormoran herself were forgotten for decades until a young man who enjoyed diving in Apra Harbor rediscovered the ship and her secrets in the 1960s. The Cormoran may never have been remembered had it not been for the Tokai Maru.

In World War II, Japan had control of Guam for two and a half years. During that time, the US would often undertake missions to retake the island and would patrol the Apra Harbor area looking for opportunities. The Tokai Maru was a luxury freighter that had been re-commissioned by the Imperial Army. The Tokai Maru was used to transport cargo and made many missions to and from Japan and Micronesia. On January 21, 1943, the Tokai Maru left Saipan for Apra Harbor in Guam. She was spotted on January 24th by the USS Flying Fish, a US submarine submerged just outside the harbor. The skipper of the Flying Fish,

Lt. Commander Glyn Donaho, decided to wait for the Tokai Maru. The submarine waited for three days before finally firing two torpedoes at the ship. One torpedo hit the ship, causing major damage and killing one crew member, but the Tokai Maru didn't sink.

Part of the ship sat on the bottom of Apra Harbor, but the Tokai Maru's deck was above the shallow water. On May 5, 1943, the tough ship was struck again by the USS Permit which fired a number of torpedoes at the Tokai Maru, one of which struck. In August, repairs were made to the ship so she could float and she was moved in to deeper water at the northern end of the harbor. The vessel was spotted by Lt. Commander Merrill Clementson of the USS Snapper and once again, the skipper of a US submarine decided to lay in wait for the ill-fated Tokai Maru.

A week later, on August 27, 1943, the USS Snapper fired three torpedoes at the Tokai Maru from outside Apra Harbor. It took six minutes for the torpedoes to hit, but the crew could see that there was smoke pouring from the Tokai Maru. A minute later there was another explosion and the Tokai Maru started to seriously sink.

The Japanese Army were convinced that the torpedoes had been launched from inside Apra Harbor and searched inside the harbor for hours while the USS Snapper got safely away. All this time, the Tokai Maru was sinking deeper and deeper in to the ocean, until by 7 pm, she was completely gone. She came to rest on the bottom of Apra Harbor, but was not alone. The Tokai Maru came to rest next to the SMS Cormoran, with their hulls touching. Two shipwrecks from two different world wars.

By this time, most people had forgotten about the SMS Cormoran. The Tokai Maru and the other shipwrecks in Apra Harbor were better known, but there were still stories of an older ship

lying somewhere on the bottom with secrets to tell. The story was intriguing to a young man named Herbert T. Ward, who worked as an engineer but liked to dive in his free time. Ward had heard the stories about an old forgotten shipwreck in Apra Harbor and went looking for it. It took some time, but when he finally found the Cormoran, he made an amazing discovery. Ward became the first person to find that the two shipwrecks were touching each other, that two incredible relics from history, two different wars, were side by side under the ocean.

He made many dives on the Cormoran, retrieving many artifacts from the ship. He donated many of them to the Guam Museum and the public will be able to enjoy these when the new museum opens this year.

Every year, between 1,500 and 2,000 scuba divers travel to Guam to dive site of the SMS Cormoran and Tokai Maru and place their hands on both ships. It is an excellent dive for groups and nearly all of Guam's scuba diving shops offer a tour to these shipwrecks. However, it takes special certification to dive inside of the ships, which can be extremely dangerous. It is recommended that everyone contact one of the diving shops here in Guam and inquire exactly what type of certification is required to dive inside the wrecks.

Diving outside is fantastic. The Tokai Maru is a huge vessel so it is recommended that you dive the much smaller Cormoran first. You can see the damage to the hulls of both ships that brought them to the ocean floor where they have been keeping each other company for decades. Both vessels are listed on the Guam Register of Historic Places and the National Register of Historic Places because of their special place in history. The unique place they have created as a diving spot where you can touch history from two different world wars at the same time is something that can only be experienced in Guam.



スペインやアメリカの統治を経て長い歴史を築いてきたグアム。2つの世界大戦も経験し、今日の発展を遂げてきました。グアムではあまり語られることのない第一次世界大戦。しかし実に興味深い史実がアブラ港内のそれほど深くない海底に眠っています。

100年ほど歴史を遡り、時は1914年12月14日。アメリカの統治下にあり、海軍の拠点となっていたアブラ港に1隻の船が入港してきました。それがこの話の主演、ドイツ船「SMS コーモランⅡ」です。コモランⅡはロシア船「SSリャザン」という名で客船、貨物船、郵便船として北太平洋ルートを航行していましたが、第一次世界大戦の開戦によりドイツに捉えられ、「SMS コーモランⅡ」と改名。そして初任務の航行中、旧日本軍の戦艦による数ヶ月にわたる追跡の末、わずか50トンの石炭燃料を残しアブラ港に辿り着いたのです。

しかし当時のウィリアム・ジョン・マックスウェル知事はコモランⅡへの燃料提供を拒否。ドイツはアメリカの敵国ではなかったものの、24時間以内にグアムから出航しなければ拘留するとしたのです。コモランⅡのアダルバート・ザクシュベルト船長には受け入れがたい話でしたが、港外には日本軍の船が待機。その条件を受け入れることしか選択肢がなく、船員たちはマックスウェル知事が退任するまでの2年間に船上で過ごすことを余儀なくされます。しかし新たに就任したウィリアム・クロナン知事により、ようやくグアムに上陸することが許されると、船員たちは客人のように丁寧にもてなされ、歓迎を受けました。しかし彼らが自由を手にしたのも束の間、1917年4月7日、アメリカが第一次世界大戦に参戦すると状況は一変。ドイツは敵国となり、ロイ・C スミス新知事からザクシュベルト船長へ船の引き渡しを求めるメッセージが送られ、船員は突如捕虜となったのです。このメッセージをコモランⅡへ届ける途中、岸へ向かうドイツの供給船に停止を求めましたが従わなかったため、アメリカ海軍の下士官マイケル・B チョッキーはその供給船へ向け銃を発砲。これが第一次世界大戦でアメリカが発砲した最初の1発だと言われています。

ザクシュベルト船長は船員全員が捕虜と

なる代わりに船の引き渡しを拒否。そしてそのメッセージを受け取った下士官が岸へ向かう途中、海に衝撃が走りました。コモランⅡで爆発が起きたのです。船長は船の引き渡しではなく、沈没させることを決断。船体は徐々に傾き海底に沈んでいきました。沈没までの時間は4分。船長の指示により事前に退避していた353名、船員全員が無事だと思われましたが、実際には7名が逃げ遅れ、船と運命を共にしました。捕虜となった船長と船員は一旦アサンにある捕虜収容所に移され、その後アメリカへ移送。彼らがグアムへ戻ることはなく、コモランⅡの存在も、彼らのその後についても語られることはなくなったのです。

グアムに再びコモランⅡの存在が知らされたのは、あれから数十年の歳月が流れた1960年代。ダイビング好きのエンジニア、ヘルバート・T ウォードという青年がアブラ港に沈む忘れ去られた船があるという話を聞きつけ、探しに出かけたのです。そして見つけ出されたコモランⅡの隣には、第二次世界大戦で沈没した旧日本軍の東海丸の姿もあったのです。

第2次世界大戦中、日本の統治下にあったグアム。豪華商船だった東海丸は、戦時中運送船として日本とミクロネシアエリア間でさまざまな任務に就いていました。1943年1月21日、サイパンからグアムへ向け出発した東海丸はアメリカの潜水艦フライングフィッシュの魚雷2発を受け船体を損傷しますが、なんとかアブラ港に入港。その後、同年5月5日にも多数の魚雷襲撃を受けます。そして8月、修繕を終えアブラ港最北端に停留していた東海丸を、メル・クレメンドリッソ司令官率いる潜水艦スナッパーが発見。それから1週間後の8月27日、スナッパーから6分間で3発の魚雷が発射され、その1分後、東海丸は沈み始めたのです。海面から姿を消した同日午後7時。海底で東海丸はコモランⅡの隣りで眠りについたのです。

第二次世界大戦やアブラ港で沈没した東海丸については度々語られますが、ウォード氏による発見まではコモランⅡの歴史について知る人はあまりいませんでした。ウォード氏が回収した遺物は、今春オープンするグアム博物館に展示される予定です。また、ハガニアのパドレバロモメ

モリアル公園横にあるアメリカ海兵隊墓地には、船と一緒に海底に沈んだ船員7名の内、発見された6名の遺体が軍葬の後、葬られています。

2つの大戦でグアムの海に消えたそれぞれの船は、現在グアムの史跡として正式に登録され、そのスポットには毎年1,500～2,000名のダイバーが訪れています。沈没の原因となった損傷を今なお残す2つの船は70年以上、アブラ港内で共に静かな時間を過ごしてきました。その幻想的な景色はグアムの歴史、戦争の爪痕を数多く物語っています。



Governor William John Maxwell in 1914  
コモランⅡをアブラ港に拘留したグアム知事ウィリアム・ジョン・マックスウェル  
コモランⅡをアブラ港に拘留したグアム知事ウィリアム・ジョン・マックスウェル



Governor Roy C. Smith in 1917  
第一次世界大戦にアメリカが参戦した当時のグアム知事ロイ・C スミス  
第1次世界大戦にアメリカが参戦した当時のグアム知事ロイ・C スミス





Photo: timrock.photoshelter.com



Photo: timrock.photoshelter.com

1/ SMS Cormoran on the bottom by her fins and Tokai is above. 2/ The lady is touching the Tokai and looking at the torpedo damage hole and the propeller shaft of the Cormoran. The Cormoran has no propeller as it was salvaged.

1/ 手前にあるのがコーモランII、その奥に東海丸の姿が見える。 2/ 女性の手が触れているのは魚雷による損傷が残る東海丸。フィンの先にあるのはコーモランIIのプロペラの軸。

1/ 앞쪽에 있는 것이 코모란II, 그 뒤쪽에 토카이마루의 모습이 보인다. 2/ 여성이 만지고 있는 것은 어뢰에 의한 손상이 남아있는 토카이마루. 오리발 앞에 있는 것은 코모란II의 프로펠러 축.

스페인과 미국의 통치를 거치며 긴 역사를 쌓아 온 괌. 2번의 세계 대전을 경험하고 오늘 의 발전을 이루었습니다. 괌에서는 그다지 회고 되지 않는 제 1차 세계 대전. 그러나 실로 흥미로운 사실이 아프라 항구 내 별로 깊지 않은 바닷속에 잠들어 있습니다.

100년 정도 역사를 거슬러 올라가 때는 1914년 12월 14일. 미국의 통치하에 있으며 해군의 거점이었던 아프라 항구에 한 쌍의 배가 입항했습니다. 그 배가 이 이야기의 주역 독일선 [SMS 코모란 II]입니다. 코모란 II는 러시아선 [SS 라잔]이라는 이름으로 여객선, 화물선, 우편선으로서 북 태평양 루트를 항해하고 있었지만, 제 1차 세계 대전이 시작되자 독일에 게 포위되어 [SMS 코모란 II]로 이름이 바뀝니다. 첫 임무 항행 중, 구 일본군 전함과 몇 개월에 걸친 추적 끝에 불과 50톤의 석탄 연료만 남기고 아프라 항구에 도착하게 되었습니다.

그러나 당시 윌리엄 존 맥스웰 지사는 코모란 II에 연료 제공을 거부했습니다. 독일이 미국의 적국은 아니었지만, 24시간 이내에 괌에서 출항하지 않는다면 구류하려고 했던 것입니다. 코모란 II의 선장인 아달베르트 자크슈베르트는 받아들이기 어려운 조건이라 생각했지만, 항구 밖에는 일본군의 배가 대기하고 있어 그 조건을 받아들이는 것 외에는 다른 선택을 할 수 없었습니다. 선원들은 맥스웰 지사가 퇴임할 때까지 2년간 선상에서 생활해야만 했습니다. 그러나 윌리엄 크로넨 지사가 새로 취임하면서 거

우 괌에 상륙하는 것이 허용되자 선원들은 정중한 대우와 환영을 받게 되었습니다. 그러나 그들이 자유를 누린 것도 잠시, 1917년 4월 7일 미국이 제 1차 세계 대전에 참전하면서 상황은 급변하게 됩니다. 독일은 미국의 적국이 되어 로이 C 스미스 신 지사가 정박해 있는 코모란 II 자크슈베르트 선장에게 배의 인도를 요구하는 메시지를 보내게 됩니다. 이 메시지로 인해 선원들은 갑자기 포로 신분이 되어버린 것입니다. 위 내용의 메시지를 코모란 II로 전달하려 독일 공급선이 해안으로 진입하려는 도중, 미국이 진입 정지를 요구했지만 따르지 않자, 미국 해군 하사관 마이클 B 척키는 공급선을 향해 1발을 발포합니다. 이것이 제 1차 세계 대전에서 미국이 쏜 최초의 1발이라고 전해지고 있습니다.

자크슈베르트 선장은 선원 전원이 포로가 되는 대신 배를 인도하라는 메시지를 거부했습니다. 배 인도 거부 메시지를 받은 하사관이 해안으로 향하는 도중 바다에 충격이 퍼졌습니다. 코모란 II에서 폭발이 일어난 것입니다. 선장은 배의 인도가 아닌 배의 침몰을 결정 한 것입니다. 선체는 서서히 기울어져 해저에 가라앉았습니다. 침몰까지 걸린 시간은 4분. 선장이 사전 대피 지시를 내려 353명의 선원은 사전 대피에 성공했으나 실제로 선원 7명이 대피하지 못하고 배와 운명을 함께 했습니다. 포로가 된 선장과 선원들은 일단 아산에 있는 포로 수용소로 이동된 후 미국으로 이송되었습니다. 그

들이 괌으로 돌아오는 일은 없었으며 코모란 II의 존재도, 그들의 그 후 이야기에 대해서도 회자 되는 일은 없었습니다.

괌에 다시 코모란 II의 존재가 알려지게 된 것은 그로부터 수 십 년의 세월이 흐른 1960년대. 다이빙을 좋아하는 엔지니어 허벌트 T워드라는 청년이 아프라 항구에 가라앉은 잊혀진 배가 있다는 이야기를 듣고 침몰선을 찾으러 나가게 된 것이 계기였습니다. 그리고 그가 찾아낸 코모란 II 옆에는 제 2차 세계 대전에서 침몰한 옛 일본군의 토카이 마루의 모습도 있었습니다.

제2차 세계 대전 중 일본 통치하에 있던 괌. 호화 상선이었던 토카이 마루는 전시 중 운송선으로서 일본과 마이크로네시아 지역 사이에서 다양한 임무를 맡고 있었습니다. 1943년 1월 21일, 사이판에서 괌을 향해 출발한 토카이 마루는 미국 잠수함 플라잉 피시의 어뢰 2발을 맞고 선체가 손상되지만, 간신히 아프라 항만에 입항합니다. 그 후, 그 해 5월 5일에도 다수의 어뢰 공격을 받습니다. 그리고 8월, 수리를 마치고 아프라 항 최북단에 정류해 있던 토카이 마루를 메릴 클레멘드린 사령관이 이끄는 잠수함 스넵퍼가 발견, 그 일주일 뒤인 8월 27일 스넵퍼에서 6분간 3발의 어뢰가 발사되었고 1분 후 토카이 마루는 침몰하기 시작합니다. 해면으로부터 모습을 감춘 건 이날 오후 7시. 토카이 마루는 바닷속 코모란 II 옆에서 깊이 잠들게 되었습니다.



제 2차 세계 대전이나 아프리카 항에서 침몰된 토카이 마루에 대해서는 자주 회자되지만, 워드 씨가 발견하기 전까지 코모란 II의 역사에 대해서 아는 사람은 별로 없었습니다. 현재 워드 씨가 회수한 유물은 산타리타 미국 해군 기지 메인 게이트 근처에 있는 태평양 전쟁 박물관에 보관되어 있으며, 올 봄 문을 여는 괌 박물관에 전시될 예정입니다. 또한 아가냐의 파드레팔로 모 메모리얼 공원 옆에 있는 미국 해병대 묘지에는 배와 함께 바다로 가라앉은 선원 7명 중 발견된 6명의 시신이 군장 뒤 잠들어 있습니다.

2개의 대전으로 인해 괌 바다로 사라진 각각의 배는 현재 괌 사적으로 정식 등록되었으며 매년 1,500~2,000명의 다이버가 방문하고 있습니다. 침몰의 원인이 된 손상이 아직도 생생하게 남아있는 2척의 배는 70년 이상 아프리카 항에서 함께 조종한 시간을 보내왔습니다. 그 환상적인 경치는 괌의 역사, 전쟁의 상처에 대해 많은 이야기를 전해주고 있습니다.



1/ A monument to the Cormoran in the Naval Cemetery in Hagåtña, next to Padre Palomo Park. 2/ Six of German sailors were recovered and given burials with full military honors next to monument. 1/ ハガニアのバドレパロモメモリアル公園横にあるアメリカ海兵隊墓地にはコモランIIの記念碑。 2/ 発見された6名の船員が埋葬されるアメリカ海兵隊墓地。 1/ 파드레팔로 모 메모리얼 공원 옆에 있는 미국 해병대 묘지에는 코모란II의 기념비. 2/ 발견된 6명의 선원이 잠든 아메리카 해병대 묘지.

(Photo taken by Steve Hardy)

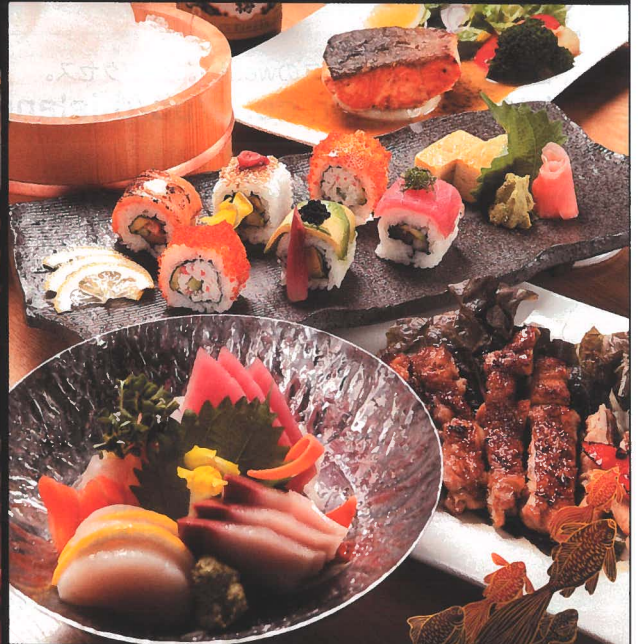
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