

15

DECLASSIFIED
Authority *AND883078*

MARINES

*Ships
Index to ship title ?*

STATISTICS BRANCH

12-00
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AFFIDAVIT

UNITED STATES OF AMERICA)
COMMONWEALTH OF THE PHILIPPINES) SS
CITY OF MANILA)

I, MANUEL DE BUSTOS, upon oath deposes and say:

1. That I am 41 years of age, citizen of the Commonwealth of the Philippines, married, and a resident of the City of Manila, with postal address therein at No. 2209 Luna Street, district of Pasay;

2. That I first became a seaman in 1928, a Master in 1938; and have been connected with the Everett Steamship Corporation since 1937;

3. That on December 7, 1941, I was Chief Officer of the M/V "CARMEN", Philippine registry, owned and operated by Aboitiz & Co., Inc., with Everett Steamship Corporation as its agents in Manila;

4. That on the said date (December 7th) the said ship was at Bugo, Cagayan de Misamis Oriental, Mindanao, unloading 200 or 300 tons of aerial bombs and a full cargo of motor vehicles for the U. S. Army at Malaybalay airfield;

5. That on the following day, December 8th, the M/V "CARMEN" sailed from Bugo at 4:00 a. m. for Isabela de Basilan and Port Holland on the island of Basilan;

6. That enroute to Basilan, at about eight o'clock that morning, the news of the bombing of Pearl Harbor was picked up by the said ship and reported to me;

7. That in spite of said news the Master ordered that the ship continue with its trip to Basilan, arriving at Isabela de Basilan at daybreak of December 9th;

8. That at the said port of Isabela de Basilan and Port Holland the M/V "CARMEN" loaded about 400,000 board feet of lumber; and that the vessel on December 12th proceeded on its return voyage to Manila;

9. That our ship reached Corregidor at daybreak of December 14th, entered Manila Bay, and when she was half way a U. S. Navy tugboat warned us against Japanese attack from the air;

10. That no sooner had the warning been received when, in fact, several waves of Japanese planes raided our ship and other craft in the bay;

11. That we managed to save the vessel and berthed her on the Pasig river at six o'clock that evening (December 14th);

12. That on December 15th, the following day, unloading operations were started at once, but, because of shortage of men, an operation that normally took 36 hours was done in a week's time;

13. That on December 23rd, acting on orders given personally to me first by a U. S. Naval officer in a speed boat and later by Mr. Fernando Guerrero (of the Everett Steamship Corporation), our ship, the said M/V "CARMEN" sailed out of the river and berthed alongside Pier One, awaiting instructions from the U. S. Army which was soon to make use of the ship;

14. That there at Pier One, the M/V "CARMEN", assisted by American soldiers, loaded all night through foodstuffs and a general cargo for the Quartermaster;

15. That I remained on board of the said ship throughout December 24th except during air raids; and that as a precaution I issued passes to all the crew of the ship;

16. That on the following day, Christmas day, while the M/V "CARMEN" was still loading, I received orders from the Everett Steamship Corporation to assume command of the M/V "ANTONIA" at Pier 7; and that I at once took charge of the latter vessel, which, incidentally, was loading air corps equipment and taking on troops for Lamac, Bataan;

17. That at 3:00 P. M. that same day (December 25) the said Vessel "ANTONIA", under my command, sailed with 1200 troops for the mentioned port of Lamac, arriving there at five o'clock in the afternoon;

18. That 800 troops were unloaded at Lamac that same evening. The balance of 400 were for Corregidor but had in error boarded the "ANTONIA" at Manila;

19. That, in view of the said error, the ship stayed at Lamac until the next morning awaiting orders from the U. S. Army as to the disposition of the 400 troops. Finally, those were unloaded at Lamac on the morning of December 26th;

20. That, moreover, our ship, the said "ANTONIA" left Lamac on orders from the U. S. Army at 8:00 A. M. (December 26th) and, after continuous air raids reached Manila at 4:00 P. M., anchoring at Vitas, Malabon;

21. That at one o'clock in the afternoon of December 27th, while at the Vita's anchorage, I received orders from Mr. Neubaure and Mr. Case, of my office, to scuttle the "ANTONIA" without delay;

22. That, in order to put this command into effect, I had to leave the ship and look for its Chief Engineer, Agapito Conrado, for he was the only one who knew how to open the cocks and pierce the ship's bulkheads;

23. That after gathering the necessary personnel aboard scuttling operations, under my direct supervision, were commenced at six o'clock the following morning when the ship sunk. My men and I remained on board until shortly before the vessel went down;

24. That, moreover and most important, in sabotaging the "ANTONIA" the Chief Engineer withdrew some of the vital parts of the engine and buried them in a place known to him only, and then he left for his home town in the provinces (New Washington, Capiz). These parts were never used by the Japanese and were unearthed after General MacArthur's liberation of the country;

25. That, finally, the Japanese, late in 1944, succeeded in re-floating the M/V "ANTONIA" and berthed her near the Jones Bridge on the Pasig river. Later they took the ship away, and I do not know what became of her.

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Further affiant sayeth not.

Manila, August 29, 1945.

(Sgd.) Manuel de Bustos
MANUEL DE BUSTOS

Witnessed by:

(Sgd.) Eustaquio Ripel

(Sgd.) Frank W. Brady

Subscribed and sworn to before me at Manila on August 29,
1945. Affiant showed me his Residence Tax Certificate No. A-
3121463 issued at Manila on July 7, 1945.

(Sgd.) FRANK W. BRADY
Notary Public
Until December 31, 1946

Doc. No. 174
Page No. 68 P0.20 doc. stamp on the original.
Book No. 3 (Initialed) FWB
Series of 1945
CERTIFIED TRUE COPY:

s/ Walter J. Jasin
1st Lt., QMC

A CERTIFIED CERTIFIED TRUE COPY:

GEORGE F. SMITH
Captain, CAC
Director, Team #123

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Authority *AND 83078*

In reply refer to:

ARMY TRANSPORT SERVICE
Office of Assistant Superintendent

Subject: Charter Party
M/S "DUMAGUETE"

CEBU, CEBU

March 18, 1942

To:

Maayo Shipping Co.

Dumaguete, Or. Negros

Gentlemen:

1. In accordance with the rules laid down by the Office of the Quartermaster General, the following Board of Survey has been appointed to survey all vessels that were previously taken over by the order of the Commanding General of the Visayas-Mindanao Forces, this board to consist of the following:

- a) Capt. C. J. Martin, Captain of the Port Army representative;
- b) Mr. M. E. Cleland, Sr., Superintending Engineer, owner's representative;
- c) And the third member of the Board to be selected by Capt. Martin and Mr. Cleland, Mr. Alfred P. Deen will act as Secretary to the board.

2. This Board shall, as soon as possible, meet and make appraisal of the vessels that were previously taken and which, have either been damaged or sunk. Likewise, the Board shall survey those vessels still in existence pending the execution of charter parties.

3. As a guide to the Board of Survey, the enclosed form should be filled in every detail and signed by the Board.

4. The following vessels are to be surveyed:

- | | |
|---------------------------|----------------------|
| (1) "ELCAVO" | (8) "KAPTIPUNAN" |
| (2) "LEGASPI" | (9) "CONDESA" |
| (3) "SURIGAO I" | (10) "BOLINAO" |
| (4) "KOLAMBUGAN" | (11) "GOVERNOR TAFT" |
| (5) "P. ABOITIZ" | (12) "AGUSTINA" |
| (6) "GOV. SMITH" | (13) "EMILIA" |
| (7) "PRINCESS OF CEBU" | (14) "DUMAGUETE" |
| (15) "LA ESTRELLA CALTEX" | |

5. The main function of the Board of Survey is to make detailed survey of the physical condition of the ship, its equipment and machinery. The vessel must be drydocked for survey and in case this is not possible

EXHIBIT "HH"

the owner has to agree to Clause No. 2 in the Charter Party which provided:

"That the OWNER hereby guarantees that the motor ship above described is in first class condition, and the Government of the United States has satisfied itself that its interests are fully protected; that a survey of the hull and other equipments required under Par. 8, AR 30-1315 has been waived, and the OWNER consents to accept the motor ship when it is returned at the conclusion of this Charter Party without any further examination of hull or machinery, and that the said motor ship will be accepted as is, fair wear and tear excepted."

6. The Board of Survey will act in conjunction with the chartering officer and will agree on the survey of the vessel in question and, will ascertain the replacement cost and charter rental.

7. The Board will thereafter submit a signed report of its findings and will incorporate a copy of their report to the original of the Charter Party.

Yours very truly,

ARMY TRANSPORT SERVICE
C. Z. BYRD

Major, QMC
Assistant Superintendent
By

- S/ M. E. Cleland, Jr.
M. E. ELELAND, Jr.
Captain, QMC
Executive Officer.

A CERTIFIED TRUE COPY:

s/ WALTER J. JASIN
WALTER J. JASIN
2d Lt., QMC

Certified True Copy of
CERTIFIED TRUE COPY:

CERTIFIED CERTIFIED TRUE COPY:

s/ Robert G. Phelps
Captain, JAGD

GEORGE F. SMITH
Captain, OAC
Director, Team #123

DECLASSIFIED
Authority 11ND883078

ARMY TRANSPORT SERVICE
Office of Assistant Superintendent

CEBU, CEBU

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| (4) "KOLAMBUGAN" | (11) "GOVERNOR TAFT" |
| (5) "P. ABOITIZ" | (12) "AGUSTINA" |
| (6) "GOV. SMITH" | (13) "EMILIA" |
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7. The Board will thereafter submit a signed report of its findings and will incorporate a copy of their report to the original of the Charter Party.

Yours very truly,

ARMY TRANSPORT SERVICE
O. Z. BYRD

Major, QMC
Assistant Superintendent
By

- S/ M. E. Cleland, Jr.
M. E. ELELAND, Jr.
Captain, QMC
Executive Officer.

A CERTIFIED TRUE COPY:

s/ WALTER J. JASIN
WALTER J. JASIN
2d Lt., QMC

Certified True Copy of
CERTIFIED TRUE COPY:

s/ Robert G. Phelps
Captain, JAGD

CERTIFIED CERTIFIED TRUE COPY:

GEORGE F. SMITH
Captain, OAC
Director, Team #123

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A F F I D A V I T

Personally appeared before me, the undersigned, Mr. Alfred P. Deen, Cebu City, Cebu, P.I., who, after being duly sworn upon oath, deposes and says:

That I am a citizen of the Philippines and have been for the past 42 years. That I have been an Attorney at law for the past 15 years. That on the 10th February 1942 I was appointed Legal Adviser and Secretary of the Board of Survey set up by Major C. Z. Byrd, QMC, Assistant Superintendent, Army Transport Service, Cebu City, Cebu, to appraise commandeered vessels.

Further, that in the performance of my duties as Legal Adviser and Secretary of the Board of Survey I had many opportunities to observe the signature of Major C. Z. Byrd and am in a position to recognize the same. That in the case of contracts for the charter of the "Princesa", "Katipunan", and "Condesa", between The Insular Navigation Company and the United States of America, which were executed by Major C. Z. Byrd on behalf of the United States of America, and executed copies presented to me this date, I hereby state that the signature of Major C. Z. Byrd appearing thereon is genuine.

Further, That my signature appearing in the acknowledgment of the contracts for the charter of the vessels hereinbefore mentioned I recognize as my own and, therefore, authentic.

Further, that as Secretary of the Board, previously referred to, I am aware of the disposition of the reports on appraisal of commandeered vessels. That the original reports completed by the Board of Survey were appended to the original copy of the contracts for the charter of requisitioned vessels, which were ultimately forwarded to Corregidor; that the duplicate copies were furnished to Colonel J. D. Cook, QMC, Port Commander, Cebu City, Cebu, and the triplicate copy delivered to Major C. Z. Byrd for the files of the Army Transport Service. That these appraisals were prepared in triplicate and distributed as stated above.

Further deponent sayeth not.

s/ ALFRED P. DEEN
ALFRED P. DEEN

Subscribed and sworn to before me this 13th day of November 1945.

Certified True Copy:

Robert G. Phelps

ROBERT G. PHELPS
Captain, JAGD

s/ WALTER J. JASIN
WALTER J. JASIN
2nd Lieut, QMC,
Investigating Officer,
Claims Service, AFWESPAC

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FIRST PROVISIONAL TRAINING BATTALION
HEADQUARTERS "A" COMPANY
Camp Cerro Gordo (P)
Legaspi, Albay

APO 72-L
16 February '46

SUBJECT: Re Claim of Eddie S Galatan

TO : Captain EUGENE S HUFF
Director Team No. 1, Claims Investigating Service

1. Acknowledged receipt of your letter dated 18
January 1946 re claim of Mr. Eddie S Galatan.

2. Mr. Eddie S Galatan is not known to me personally,
nor have I come to met him in Bataan. My Unit in Bataan is
the OFF-SHORE PATROL (1st Q-Boat Squadron, PA) and no person
of such name was under me, nor was assigned to our Unit.

Manuel Escudero
MANUEL ESCUDERO
1st Lieutenant, Inf.
JO "A" Co., 1PTB.

CERTIFIED TRUE COPY:

Benjamin J. Pulley
BENJAMIN J. PULLEY
Capt., INF.
Investigating Officer

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HEADQUARTERS
UNITED STATES ARMY FORCES WESTERN PACIFIC
RECOVERED PERSONNEL DIVISION
DECEASED CLAIMS SECTION, PA BRANCH

APO 707
15 Oct 1946

SUBJECT: Re Filipino Civilian Who Gave Aid to USAFPE Personnel.

TO: Claims Section, AFWESPAC, APO 707.

1. Enclosed letter is herewith forwarded as a matter pertaining to your office.
2. Inclosures indicated in letter was not found.

Marion B. Richardson
MARION B RICHARDSON,
Captain, Infantry, US
Chief, Deceased Claims Sec

Incls:
1 ltr.

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HEADQUARTERS
UNITED STATES ARMY FORCES WESTERN PACIFIC
RECOVERED PERSONNEL DIVISION
DECEASED CLAIMS SECTION, PA BRANCH

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2. Inclosures indicated in letter was not found.

MARION B RICHARDSON, Jr
Captain, Infantry, AUS
Chief, Deceased Claims Sec

Incls:
1 ltr.

1848TH A.S.U.
UNITED STATES DISCIPLINARY BARRACKS
North Camp Hood, Texas

29 August 1946

Headquarters
United States Army Forces Western Pacific
Recovered Personnel Division
APO 707

Dear Sirs:

It is my duty to submit the following list, but until I received your letter I knew not where to send it. To the best of my knowledge the following statements are correct:

1. Fabian de La Paz, Subic, Zambales, aided myself, S/Sgt. William E. Gateley, ASN RA-20 842 706, over a period of time from August 1942 until May 1943. The aid consisting of monies, subsistence, shelter, clothes, information and advice. He did the same for Pfc Arthur S. Hayin over the same period of time. Also Pvt. Burley Ogle (believed dead), S/Sgt Bernice R. Fletcher, Star Route, Era, Texas.
2. Jose Payumo of Dinalupihan, Bataan gave (3) sacks of rice to myself.
3. Rosino Manalansan, Balsic, Hermosa, Bataan, fifteen (15) sacks of rice to myself.
4. Lorenzo Nicdao, #26 Bonifacio St. Dinalupihan, Bataan gave of his time, food, shelter and did unfailing duty both to his native country and to the United States over a period of time, from May 1943 until the Liberation and the writer recommends that he be considered for any commendation given by that Headquarters. Also to be considered are his brothers, to wit:
 5. Amado Nicdao, Same address and,
 6. Pablo Nicdao, Same address,
 7. Violita Nicdao, Sister, same address
 8. Feliza Nicdao, Sister, same address
 9. Andreas Nicdao, Father, (now deceased)

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10. Jose Crisini and Wife, Dinalupihan, Bataan, furnished food and shelter from July 1944 until liberation.

11. Corpus, Dinalupihan, furnished shelter from December 1944 to January 1945.

This list is not as complete as I would like but as I was never personally acquainted with most of the people who helped I have forgotten some of the names. I will keep the address of that Headquarters and send more information as it comes back to me.

Inclosed with this letter is a request of my own which I would like to have considered at your convenience. This letter and the inclosed is respectfully submitted by,

S/Sgt. William E. Gateley
ASN RA-20 842 706

Present Address:

1848th ASU,
US Dicipinary Barracks
No. Camp Hood, Texas

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A F F I D A V I T

UNITED STATES OF AMERICA
COMMONWEALTH OF THE PHILIPPINES
CITY OF CEBU

ss.

5-383

GO CHONG KANG, after first being duly sworn deposes and says:

That he is the general Manager of the INSULAR NAVIGATION COMPANY, a shipping corporation with offices located at Cebu City, Philippines; that among the boats owned by the said corporation is a boat named "PACITA", made in Hong-kong, purchased by the corporation from the Agusan Coconut Co. in the 29 day of January 1942 for the amount of P72,000.00 (Seventy-two Thousand Pesos) Philippine Currency, is a wooden motor vessel of 152.60 gross and 133.40 net tonnage, has 1 deck, later repaired and made into two decks and 1 mast, is 31.90 meters long and 2.65 meters deep, 7.94 meters broad, under Certificate No. 424 of the Bureau of Customs; that in January 7, 1942 under orders of Lt. Col. Cook, QMC, USAFFE, Cebu, said vessel was commandeered and used until January 25, 1942, when said vessel was returned to our company due to certain leakage; that upon the return of said vessel to our company we sent the said vessel to the dry docks for repair, and due to the intense Japanese bombing we sent the vessel to Jetafe, Bohol, awaiting further orders from the USAFFE: that after the Japanese landing in Cebu in April 1942 we receive news (rumors) that the said boat was captured by the Japanese and to the present, we don't know the exact detail as to what happened to the said boat; that this affidavit is made for the purpose of stating our claim for the use of the said boat by the USAFFE and to establish our title and ownership over the said boat.

FURTHER AFFIANT SAYETH NOT.

Cebu City, Philippines, August 30, 1945.

/s/ Go Ghong Kang
/t/ GO CHONG KANG
Manager
INSULAR NAVIGATION COMPANY

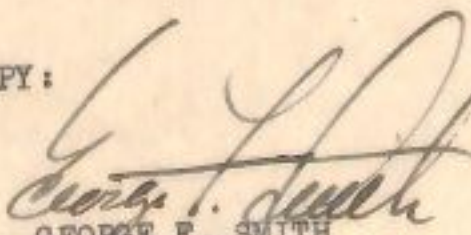
Subscribed and sworn to before me this 30th day of August 1945 at Cebu City, Philippines, Affiant exhibited to me his Residence Certificate No. A-4336511 issued at Cebu City, Philippines on June 27, 1945.

NOTARIAL
ZEAL

/s/ Fulvio C. Pelaez
/t/ FULVIO C. PELAEZ
Until December 31st 1946

DOC. NO. 54 PAGE NO. 14 BOOK NO. 1 SERIES OF 1945

A CERTIFIED TRUE COPY:


GEORGE F. SMITH
Captain, CAC
Claims Investigating Service

A F F I D A V I T .

UNIT D STATES OF AMERICA
COMMONWEALTH OF THE PHILIPPINES
CITY OF CEBU

ss.

5-383

GO CHONG KANG, after first being duly sworn deposes and says:

That he is the general Manager of the INSULAR NAVIGATION COMPANY, a shipping corporation with offices located at Cebu City, Philippines; that among the boats owned by the said corporation is a boat named "PACITA", made in Hong-kong, purchased by the corporation from the Agusan Coconut Co. in the 29 day of January 1942 for the amount of P72,000.00 (Seventy-two Thousand Pesos) Philippine Currency, is a wooden motor vessel of 152.60 gross and 133.40 net tonnage, has 1 deck, later repaired and made into two decks and 1 mast, is 31.90 meters long and 2.65 meters deep, 7.94 meters broad, under Certificate No. 424 of the Bureau of Customs; that in January 7, 1942 under orders of Lt. Col. Cook, QMC, USAFFE, Cebu, said vessel was commandeered and used until January 25, 1942, when said vessel was returned to our company due to certain leakage; that upon the return of said vessel to our company we sent the said vessel to the dry docks for repair, and due to the intense Japanese bombing we sent the vessel to Jetafe, Bohol, awaiting further orders from the USAFFE: that after the Japanese landing in Cebu in April 1942 we receive news (rumors) that the said boat was captured by the Japanese and to the present, we don't know the exace detail as to what happened to the said boat; that this affidavit is made for the purpose of stating our claim for the use of the said boat by the USAFFE and to establish our title and ownership over the said boat.

FURTHER AFFIANT SAYETH NOT.

Cebu City, Philippines, August 30, 1945.

/s/ Go Chong Kang
/t/ GO CHONG KANG
Manager
INSULAR NAVIGATION COMPANY

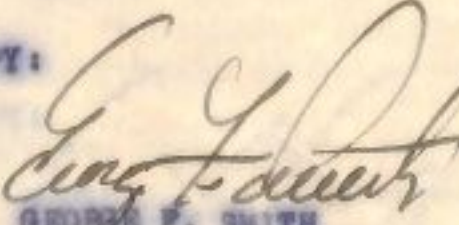
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NOTARIAL
ZEAL

/s/ Fulvio C. Pelaez
/t/ FULVIO C. PELAEZ
Until December 31st 1946

DOC. NO. 54 PAGE NO. 14 BOOK NO. 1 SERIES OF 1945

A CERTIFIED TRUE COPY:


GEORGE F. SMITH
Captain, CAG
Claims Investigating Service

DECLASSIFIED
Authority *AND 883078*

A F F I D A V I T

UNIT D STATES OF AMERICA
COMMONWEALTH OF THE PHILIPPINES
CITY OF CEBU

ss.

5-383

GO CHONG KANG, after first being duly sworn deposes and says:

That he is the general Manager of the INSULAR NAVIGATION COMPANY, a shipping corporation with offices located at Cebu City, Philippines; that among the boats owned by the said corporation is a boat named "PACITA", made in Hong-kong, purchased by the corporation from the Agusan Coconut Co. in the 29 day of January 1942 for the amount of ₱72,000.00 (Seventy-two Thousand Pesos) Philippine Currency, is a wooden motor vessel of 152.60 gross and 133.40 net tonnage, has 1 deck, later repaired and made into two decks and 1 mast, is 31.90 meters long and 2.65 meters deep, 7.94 meters broad, under Certificate No. 424 of the Bureau of Customs; that in January 7, 1942 under orders of Lt. Col. Cook, QMC, USAFFE, Cebu, said vessel was commandeered and used until January 25, 1942, when said vessel was returned to our company due to certain leakage; that upon the return of said vessel to our company we sent the said vessel to the dry docks for repair, and due to the intense Japanese bombing we sent the vessel to Jetafe, Bohol, awaiting further orders from the USAFFE; that after the Japanese landing in Cebu in April 1942 we receive news (rumors) that the said boat was captured by the Japanese and to the present, we don't know the exact detail as to what happened to the said boat; that this affidavit is made for the purpose of stating our claim for the use of the said boat by the USAFFE and to establish our title and ownership over the said boat.

FURTHER APPIANT SAYETH NOT.

Cebu City, Philippines, August 30, 1945.

/s/ Go Ghong Kang
/t/ GO CHONG KANG
Manager
INSULAR NAVIGATION COMPANY

Subscribed and sworn to before me this 30th day of August 1945 at Cebu City, Philippines, Affiant exhibited to me his Residence Certificate No. A-4336511 issued at Cebu City, Philippines on June 27, 1945.

NOTARIAL
SEAL

/s/ Fulvio C. Pelaez
/t/ FULVIO C. PELAEZ
Until December 31st 1946

DOC. NO. 54 PAGE NO. 14 BOOK NO. 1 SERIES OF 1945

A CERTIFIED TRUE COPY:

George F. Smith
GEORGE F. SMITH
Captain, GAO
Claims Investigating Service

DECLASSIFIED
Authority AND883078

A F F I D A V I T

Personally appeared before me, the undersigned, Captain C. J. Martin, Cebu City, Cebu, who, after being duly sworn upon oath, deposes and says:

That I am an American citizen and have been a resident of the City of Cebu for the past 20 years. During this period my activities were confined solely with maritime shipping, and was Manager of the Cebu Stevedoring Company, Incorporated. That I acquired knowledge as to the condition and value of locally owned vessels and attribute this knowledge to my many years experience with ships.

That some time in February or March, 1942, the exact month and date of which I do not recall, a Board of Survey was appointed by Major C. Z. Byrd, QMC, Assistant Superintendent, Army Transport Service, Cebu City, Cebu, to determine the present day value of ships being commandeered by the USAFFE for use of the Army Transport Service. This board was comprised of three members, namely, Mr. M. E. Cleland, Sr., Superintending Engineer, Cebu Shipyard and Engineering Works; Mr. C. E. MacAdam, Chief Engineer, Philippine Refining Company, Cebu City, and I served as the third member of this board. That at the time I was appointed to serve on this board I was Captain of the Port of Cebu.

That this board convened to establish the fair value of the "Condessa", the "Katipunan", and the "Princesa", which had been commandeered by the USAFFE for the Army Transport Service. Factors considered in appraising these vessels were original cost, cost of improvements, equipment, and condition of the ships at the time of requisitioning. That as a member of this Board of Survey, it was my understanding that the decision of the board determined the amount of money to be paid the owner of these ships should they be sunk or otherwise destroyed. The replacement cost of the vessel as shown in our reports of appraisal represented the fair, present day value of the vessels at the time of commandeering. That I do not recall the values established by the board for the "Condessa", "Katipunan" and the "Princesa", as there were numerous appraisals made at that particular time.

Further, that values placed on vessels considered by the Board of Survey were subsequently incorporated into formal contracts entered into between the owners of the vessels and members of the USAFFE on behalf of the United States of America, as the fair value to be paid should the ships meet with destruction.

EXHIBIT "Q"

Further deponent sayeth not.

s/ C. J. MARTIN
C. J. MARTIN

Subscribed and sworn to before me this 6th day of November
1945, Cebu City, Cebu.

s/ WALTER J. JASIN
WALTER J. JASIN,
2d Lieut, QMC,
Investigating Officer,
Claims Service, AFWESPAC.

Certified True Copy:

Robert G. Phelps
ROBERT G. PHELPS
Captain, JAGD

DECLASSIFIED
Authority *NND883078*

EX "G" (Sheet No. 2)

5-383

A F F I D A V I T

Personally appeared before me the undersigned, Captain C.J.Martin, Cebu City, Cebu, who, after having been duly sworn upon oath, deposes and says:

That on 7 January 1942 I was Captain of the Port, Cebu City. That for 21 years I served in the capacity of Manager of the Cebu Stevedoring Co., Incorporated, Cebu City, Cebu. In this capacity I acquired experience as to the value of ships and also became familiar with the condition of most of the ships using the Port of Cebu, that is, ships owned locally.

That I have knowledge of the M/S "PACITY", owned and operated by the Insular Navigation Co., Cebu City, and that it was commandeered by G-4 of USAFFE, Cebu City. The exact date of commandeering not being known. That at the time of requisitioning of the "PACITY", it was in good condition and prior thereto was utilized for freight and passenger traffic between the adjacent islands.

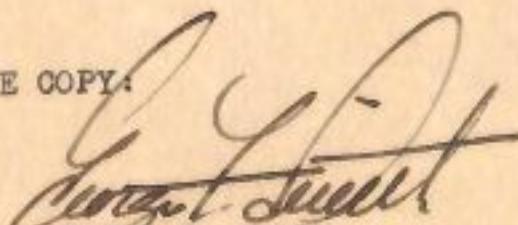
That based upon my many years experience with ships, and, in my opinion, a fair rental rate on a daily basis for the use of M/S "PACITY" would be P100.00.

/s/ C. J. Martin
C. J. MARTIN
Cebu City, Cebu

Subscribed and sworn to before me this 3rd day of November, 1945, in the City of Cebu, Cebu, P.I.

(SGD) Walter J. Jasin
2d Lt., QMC
Investigating Officer
Claims Service, AFWESPAC

A CERTIFIED TRUE COPY:


GEORGE F. SMITH
CAPTAIN, CAC
Claims Investigating Service

DECLASSIFIED
Authority NND883078

AFFIDAVIT

I, ALBERTO M NAVARRATE, of legal age, Filipino, married, and a resident of 141 Alejandro VI, Sampaloc, Manila, after having been duly sworn to in accordance with law, depose and say:

That I am a Lieut-Colonel in the regular force of the Philippine Army with my present assignment as Executive Officer, Off-Shore Patrol, Fort San Antonio Abad, Dewey Boulevard, APO 75;

That I have seen service with the Off-Shore Patrol (OS) since 1939 up to the fall of Bataan on 9 April 1942 as Student Officer, Detachment Commander, G-Unit Commander, and Squadron Commander;

That on 19 December 1944, the Off-Shore Patrol (OS) was inducted as a unit into the USARP at the Off-Shore Patrol Base, Fort Area, Manila by the late Major Enrique L Jurado, then Acting Chief, Off-Shore Patrol (OS).

In testimony whereof, I have hereunto affixed my signature this 11th day of July 1948 at the City of Manila.

Alberto M. Navarrate
ALBERTO M NAVARRATE
Lieut-Colonel, OSP O-1488
Executive Officer

SIGNED IN THE PRESENCE OF:

Juan P. Rodriguez, Maj, OSP O-1555

SUBSCRIBED AND SWORN to before me this 11th day of July, 1948 at Fort San Antonio Abad, Dewey Boulevard, APO 75.

Q. P. Evangelista
Q. P. EVANGELISTA
Captain, OSP
Adjutant

DECLASSIFIED
Authority NND883078

AFFIDAVIT

I, ALBERTO N NAVARRETE, of legal age, Filipino, married, and a resident of 141 Alejandro VI, Sampaloc, Manila, after having been duly sworn to in accordance with law, depose and say:

That I am a Lieut-Colonel in the regular force of the Philippine Army with my present assignment as Executive Officer, Off-Shore Patrol, Fort San Antonio Abad, Dewey Boulevard, APO 75;

That I have seen service with the Off-Shore Patrol (PA) since 1939 up to the fall of Batasan on 8 April 1942 as Student Officer, Detachment Commander, Q-Boat Commander, and Squadron Commander;

That on 19 December 1941, the Off-Shore Patrol (PA) was inducted as a unit into the USAFFE at the Off-Shore Patrol Base, Fort Area, Manila by the late Major Enrique L Jurado, then Acting Chief, Off-Shore Patrol (PA).

In testimony whereof, I have hereunto affixed my signature this 11th day of July 1946 at the City of Manila.

Alberto N. Navarte
ALBERTO N NAVARRETE
Lieut-Colonel, OSP O-1463
Executive Officer

SIGNED IN THE PRESENCE OF:

Juan Magallanes, Maj. OSP O-1555

SUBSCRIBED AND SWORN to before me this 11th day of July, 1946 at Fort San Antonio Abad, Dewey Boulevard, APO 75.

Allyclista
ALYCLISTA
Captain, OSP
Adjutant

DECLASSIFIED
Authority NND883078

AFFIDAVIT

I, ALBERTO N NAVARRETE, of legal age, Filipino, married, and a resident of 141 Alejandro VI, Sampaloc, Manila, after having been duly sworn to in accordance with law, depose and say:

That I am a Lieut-Colonel in the regular force of the Philippine Army with my present assignment as Executive Officer, Off-Shore Patrol, Fort San Antonio Abad, Dewey Boulevard, APO 75;

That I have seen service with the Off-Shore Patrol (PA) since 1939 up to the fall of Bataan on 9 April 1942 as Student Officer, Detachment Commander, Q-Boat Commander, and Squadron Commander;

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In testimony whereof, I have hereunto affixed my signature this 11th day of July 1946 at the City of Manila.

Alberto N. Navarrete
ALBERTO N NAVARRETE
Lieut-Colonel, OSP O-1485
Executive Officer

SIGNED IN THE PRESENCE OF:

Juan Magpuyan, Maj. OSP O-1555

SUBSCRIBED AND SWORN to before me this 11th day of July, 1946 at Fort San Antonio Abad, Dewey Boulevard, APO 75.

J. P. Evangelista
J. P. EVANGELISTA
Captain, OSP
Adjutant

DECLASSIFIED
Authority AND 83078

INVESTIGATING OFFICER'S REPORTF A C T S

Capt. Luis Renteria, Master of the SS/Magallanes, filed a Marine protest in the presence of Notary Lucio M. Tiano, on 29 December 1941, in which said captain claims that on his vessel, on the morning of 28 December, he found an officer of the American Army on board trying to get the SS/Magallanes under weigh, and at that point, he lost complete control of the boat. The vessel SS/Magallanes arrived at the port of Manila on 11 December, and anchored outside the breakwater on the 13th of December. In the afternoon, she was given authority to enter the Pasig River and subsequently, started to discharge her cargo at the Magallanes Landing. (See Exhibit "C-1")

The owners of the SS/Magallanes (Class V as evaluated by C. B. Nelson Co.), are Messrs. Gutierrez Hermanos. They claim that the U. S. Army took over control of the vessel and let it stranded off Paranaque. (See Exhibit "C")

I called personally upon Mr. C. B. Nelson. He informed me that he recalls that the SS/Magallanes, sometime during the latter part of December, was in a sunken condition in the Pasig River in the vicinity of the Magallanes Landing, which is near the Treasury Building. He recalls definitely that the SS/Magallanes had received shrapnel damage during the same period. (See Exhibit "D")

Mr. William Naismith recalled witnessing the entry into the Pasig River of the SS/Magallanes and that the discharging of her cargo took place at the south of the river, 28 yards west of Jones Bridge. He recalled that on Sunday, 28 December 1941, the Japanese had attempted to strafe and bomb all the vessels berthed in the Pasig River. Many of the bombs, however were misdirected onto buildings in the immediate vicinity; thus causing property damage and injuring and killing many civilians. He remembers that the SS/Magallanes had been hit as he had seen the vessel between 1700 to 1800 hours, on 28 December 1941, with large gaping holes in her hull. The vessel was still floating, but was not sea-worthy. He remembers that there were some vessels whose identity unknown to him, had been sunk in the Pasig River, on 29 December 1941, but that the SS/Magallanes, on that day, was no longer berthed at the landing. (See Exhibit "E")

I contacted Mr. F. C. Worchester, who is at present Special Assistant to the U. S. High Commissioner to the Philippines. Mr. Worchester has attached to the files of this claim a Memorandum No. 4, dated 14 July 1942, Fort Mills, Corregidor, in which he explains ship's activities in the Pasig River during the month of December 1941, in the face of Japanese Air Bombardment. In this memorandum, Mr. Worchester clearly shows that Capt. Luis Renteria of the SS/Magallanes made an erroneous statement when he said that an Army officer had taken control of his vessel, and that he subsequently lost control of same. Mr. Worchester, who was then a lieutenant in the US Navy, removed all floating vessels berthed in the Pasig River, since he was aware that they were targets for Japanese Air Craft, and since the masters of the vessels that were berthed in this River, failed to comply with an executive order emanating from Insular Collector of Customs, that all vessels he immediately moved out into the Manila Bay so as to protect private property and civilian lives. Mr. Alfredo de Leon, who was then the Insular Collector of Customs, had issued an order for the immediate withdrawal of all ships anchored at the Pasig River. This order had not been executed

by many of the ship's masters berthed in Pasig River. The situation was becoming increasingly alarming since the Japanese planes continued to bomb this section. By 28 December 1941, no action had been taken for these vessels berthed in Pasig River, to be removed. As the last alternative, Lt. Worchester took it upon himself to remove these vessels. By the use of acetylene-blow torch, the anchored-chains were severed from the ships, SS/Magallanes, SS/Dos Hermanos, SS/Palawan, SS/Bohol II and the USAT Miley. By 1930 on the 28th of December, the aforementioned five vessels were removed from the river and cast loose in the harbor. The Japanese in the meantime, sunk the vessels SS/Bicol and SS/Anakan. At 0300 hours, 29 December, the mission of Lt. F. Worchester, US Navy, in the Pasig River was completed and since that date no Japanese air attacks were directed in the Pasig River south of Jones Bridge. (See Exhibit "F" & "G")

Mr. Alfredo de Leon, who was the Insular Collector of Customs in December 1941, certified that he issued an order for vessels anchored in the Pasig River to move out from the river for the purpose of avoiding that the buildings near the bank of the river may be hit by Japanese bombs. This order was made in writing and was given to the surveyor of the Port, Mr. Jose Gallopia, for execution. (See Exhibit "A") Mr. Jose Gallopia, in his affidavit states that he communicated the contents of Mr. de Leon's order to the masters, owners or agents of such vessels that were moored in Pasig River, and that all efforts were exerted by the United States authorities to cause their removal from the river. Many of these vessels failed to leave the river in spite of the order issued by the Insular Collector of Customs. (See Exhibit "J" & "K")

OPINION

It is my contention that the failure of the SS/Magallanes to leave the Pasig River as ordered by the Insular Collector of Customs was negligence on the part of the captain of this ship. It appears that he was discharging cargo at the time this order was issued. In all probability, the vessel was not able to steam-up since it was difficult for the master to control his crew. The fact that Lt. Worchester cast loose the vessels into the Manila Bay, does not constitute contributory negligence on the part of the U. S. Government. Lt. Worchester was acting in the interest of the nations involved in war against the Japanese and was complying with the request of the Insular Collector of Customs, when he personally undertook to move the vessels moored at the Magallanes Landing and at Muelle de la Industria, when all other efforts failed.

RECOMMENDATION

I recommend that any claim that might be initiated by the owners of the SS/Magallanes against the U. S. Government should be disallowed.

DATE: 28 June 1946.

Vincent T. Ricevuto
VINCENT T. RICEVUTO
1st Lieut., TC.
Investigating Officer.

DECLASSIFIED
Authority: *NND883078*

INVESTIGATING OFFICER'S REPORTF A C T S

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O P I N I O N

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R E C O M M E N D A T I O N

I recommend that any claim that might be initiated by the owners of the SS/Magallanes against the U. S. Government should be disallowed.

DATE: 28 June 1946.

Vincent T. Ricevuto

VINCENT T. RICEVUTO
1st Lieut., TC.
Investigating Officer.

DECLASSIFIED
Authority NND883078

18

DECLASSIFIED
Authority AND883078

A F F I D A V I T

UNITED STATES OF AMERICA)
COMMONWEALTH OF THE PHILIPPINES)
CITY OF MANILA) SS.

I, JOSE M. SARTE, upon oath depose and say:

1. That I am 51 years of age, Filipino, married, and resident of Ligao, province of Albay, Philippines, on temporary visit to Manila;
2. That since 1927, I hold a certificate of Master from the Board of Marine Examiners, Bureau of Customs, Manila, and have sailed as Master since 1928;
3. That at the outbreak of hostilities in the Pacific on December 8, 1941, the M/V "CARMEN", under my command, was enroute between Bugo, Cagayan de Misamis Oriental, Mindanao, and Port Holland on the Island of Basilan. Manuel de Bustos was the Chief Officer of my said ship;
4. That after calling at Port Holland, where about 400,000 board feet of lumber were loaded, my said ship proceeded on its return voyage to Manila on or about December 12th;
5. That on or about December 14th at Manila Bay, a U. S. Navy tugboat warned my ship, the said M/V "CARMEN", against Japanese air-raids, stating that at that moment the Japanese planes were raiding Manila;
6. That in view of the risk of being bombed by the Japanese planes, my said ship did not berth on the Pasig river that day, anchoring in the harbor until the next morning (December 15th) when unloading operations commenced;
7. That unloading operations, because of shortage of men, took a week's time, a task that normally took 36 hours;
8. That once the "CARMEN" was completely unloaded, a launch of the U. S. Army approached my ship and an Army officer thereon gave me instructions to shift the position of my said ship to Malabon; this happened on or about December 22d;
9. That on December 23d, at about 4: P.M., another U. S. Army launch approached my ship, and an Army officer thereon, with apparent authority, commanded me to shift my ship's position to the north side of Pier One (Q.M. pier) the next morning, for the exclusive use of the U. S. Army, and to standby for further instructions from the said Army. I took these orders as a commandeering of the ship, and acted henceforth accordingly;
10. That the following morning, December 24th, pursuant to the said orders of the U. S. Army as related aforesaid, my ship the M/V "CARMEN" proceeded to Pier One and there the

s/ FRANK W. BRADY

s/ MILAGROS GARCIA

s/ J. SARTE

vessel commenced to load quartermaster materials for the said Army. The loading operation was handled by U. S. soldiers and civilian laborers;

11. That on the following day, Christmas day, my Chief Officer, the said Manuel de Bustos, was transferred as Master to the M/V "ANTONIA" and I was left on my ship with the Third Mate, Mr. Rodrigo Ferrales;

12. That, moreover, that same day at noon, the Manila harbor was raided by Japanese planes, and a large bomb landed near my ship and caused it to be badly holed on the starboard side. Its engine was rendered useless;

13. That all the holes near the water-line of the said ship were immediately plugged with wood and canvas, and in such condition the "CARMEN", under my command, was taken in tow by the English tugboat "HENRY KESWICK" to Lamao, Bataan, that same afternoon of December 25th;

14. That at Lamao, Bataan, my said ship discharged her cargo on U. S. Army lighters, and thereupon the "CARMEN" was left riding at anchor;

15. That the following day, December 26th, discharge operations were suspended until nighttime because of frequent Japanese air raids;

16. That, finally, on the night of December 27th, the ship "CARMEN" was completely unloaded. Thereupon I was handed a slip of paper by a U. S. Army soldier, requesting me to call at once on a U. S. Army Major at Lamao. I called on the said Major, whose name I have no record of, and was ordered by him to leave my ship anchored at Lamao and to return at once to Manila and report to the Quartermaster at Pier One that the "CARMEN" had been completely unloaded;

17. That acting on said orders, I, together with my Chief Officer Telesforo Verzosa, returned to Manila that same day on the M/V "BOHOL II", arriving in Manila on the evening of that day (December 27th);

18. That at Manila, the next morning (December 28th), I, in company with Mr. Fernando Guerrero of the Everett Steamship Corporation, called at the office of the Quartermaster at Pier One, and reported as instructed by the Major that my ship had completed discharging its cargo and troops at Lamao and that she was riding in anchor there;

19. That pursuant to orders from my agents, Everett Steamship Corporation, I embarked on the M/V "LEGAZPI" on December 29th, and left for Corregidor for the purpose of returning to my ship, the said M/V "CARMEN";

20. That at Corregidor, the Third Engineer of the "CARMEN", Mr. Vicente Cruz, reported to me in person that the U. S. Army at Lamao had ordered him to leave the ship on account of continuous Japanese airraids, and hence he had taken quarters in a private dwelling at Lamao;

s/ FRANK W. BRADY

s/ MILAGROS GARCIA

s/ J. SARTRE

21. That thereupon, acting on the said orders of the U. S. Army at Corregidor, the M/V "LEGAZPI" returned to Manila to load troops for Corregidor. I made the trip to Manila and back to Corregidor on the mentioned vessel, and helped navigate the same;

22. That thereafter, sometime in the month of January 1942, His Excellency President Manuel L. Quezon summoned the Masters and Chief Engineers of all interisland ships at Corregidor for a conference. I attended the meeting which was held at the Calinta tunnel. The President, in the presence of General Douglas MacArthur, Vice President Sergio Osmeña, and Colonel Manuel Roxas, urged the Philippine maritime officers to do their duty in sailing out bravely to ports in search of foodstuffs and prime commodities for the fighting garrisons at Corregidor and Bataan. General MacArthur added that due protection would be given to our ships on such missions;

23. That later, when the M/V "LEGAZPI" was ordered to sail for Capiz, the U. S. Army at Corregidor ordered me to take over the command of the M/V "BOHOL II";

24. That, acting on the said orders of the U. S. Army, I waited at Corregidor until the receipt of my sailing instructions, which I received on or about February 14th;

25. That on or about February 14, 1942, the M/V "BOHOL II", under my command, made a trip to Looc Cave, Nasugbu, Batangas, on a military mission;

26. That, sometime in March, 1942, upon orders from the Commanding General of the American forces in Bataan, through Major Chester Judah, I went to the M/V "CARMEN" and shifted her position from her Lamao anchorage to Babuyan point near Real Point, Bataan. This operation was done by towage. Major Judah accompanied me on this mission.

27. That on the night of May 8, 1942, the day before the surrender of Bataan, upon orders from the U. S. Army at Corregidor, I proceeded on the M/V "BOHOL II", under my command, to Mariveles with instructions to help evacuate part of the Bataan troops. There I waited about one hour for the said troops until I received further instructions to return to Corregidor without the troops. Upon my arrival at Corregidor I was ordered by the U. S. Army to anchor at Real Point, Bataan. This I did at once.

28. The next day, May 9th, at about 3:00 P.M., the M/V "BOHOL II", while under my command, with all the officers and complement aboard, was shelled by the Japanese artillery batteries at Bataan, and sunk off the coast of Corregidor less than one mile therefrom. Immediately after my said ship was shelled, I ordered all men to take to the lifeboats and we all proceeded to Corregidor. The "BOHOL II" was struck again by a shell after we had left it, and was sunk at about 4:30 that same afternoon. No lives were lost.

29. At Corregidor, my officers and complement, including myself, continued working under the U. S. Army. At

s/ FRANK W. BRADY

s/

MILAGROS GARCIA

s/

J. SARTE

first we were ordered to work at Topside repairing the roads shelled by the Japanese, and later we were instructed to remain in the barracks at Topside. We stayed there until Corregidor surrendered on May 8th, when we were taken in as war prisoners.

30. From Corregidor, the Japanese took me and my men first to Manila (Bilibid Prison) and later to Camp O'Donnell, Capas, Tarlac, where we were concentrated. I was provisionally released therefrom by reason of sickness on August 3, 1942.

31. That, in my opinion, the M/V "CARMEN" was sunk off Babuyan Point near Real Point, Bataan, sometime in March, 1942, due to the heavy seas caused by the Northeast monsoon which battered the sides of the ship and very likely removed the wooden plugs and canvas from the holes.

Further affiant sayeth not.

Manila, August 29, 1945.

s/ J. SARTE
JOSE M. SARTE

WITNESSES:

s/ MILAGROS GARCIA

s/ FRANK W. BRADY

Subscribed and sworn to before me at Manila on Sept. 11, 1945. Affiant showed me his Residence Tax Certificate No. A-920795, issued at Manila on Sept. 3, 1945.

s/ FRANK W. BRADY
NOTARY PUBLIC
Until December 31, 1946

Doc. No. 178
Page No. 69
Book No. 3
Series of 1945

Certified True Copy:

BERNARD LEVINE
Captain, TC
Investigating Officer

s/ MILAGROS GARCIA

s/ J. SARTE

Memorandum No. 4

Fort Mills, Jan, 14, 1942

Removal of Ships from Pasig River.

On the afternoon of December 26, Japanese bombers for the first time directed their attacks primarily against ships in the harbor.

There were at that time seven ships anchored close together near the Jones Bridge and it was felt that if an attempt were made to attack these vessels, any inaccurate bombing might result in very serious damage to the banking district and to commercial establishments located on the lower part of the Escolta.

At 0830 on December 27, Dr. Buss of the High Commissioner's office was advised of this situation, and the suggestion was made that he get in touch at once with the Insular Collector of Customs who had the necessary authority to order these ships out of the river. Exactly what steps were taken by the Insular Government authorities is not known, but unfortunately nothing had been accomplished by 1200 at which time a very heavy air raid developed. Enemy planes first attacked vessels and installations in the port area, and at 1400 turned their attention to the ships in the Pasig. Successive waves of bombers passed over from the north, and while numerous hits were made along the waterfront, damaging some of the ships with fragments and killing and wounding members of their crews, the large majority of bombs overshot their mark. Heavy civilian casualties and severe property damage resulted, the Santo Domingo Church and Santa Rosa College being destroyed, the mint taking several direct hits, and large fires being started in the Walled City.

Late that afternoon, a call was put in to Dr. Buss to find what progress had been made in connection with the matter of the removal of the ships and, since he could not be located, a similar inquiry was made of General Marshall. The General replied that he had just discussed this matter with Mr. Vargas who assured him that ships would be moved that night.

The morning of December 28 found the situation unchanged, all seven ships still lying in the river and there being no sign of activity of any sort along the waterfront. Inquiry was made at the office of the High Commissioner and the reply received was that Mr. Vargas had been unable to locate launches, and was willing to give us carte blanche to take whatever steps might be necessary to clear the river.

Within an hour the 300-ton tug "La Florecita" had been commandeered from Dee C. Chuan & Co., and Lt. Wells had been sent out to see what could be found in the way of smaller boats. The captain of the "Florecita" expressed his willingness to work in the river during the day, but requested that a Naval officer be detailed to accompany him. There being no member of our organization properly qualified for such work, Lt. E. Scholfield, who had served for a number of years as captain of the "Gospel Ship", was called to the office and asked if he would volunteer for this assignment. Lt. Scholfield stated that he was unwilling to do so since the undertaking was too dangerous. He recommended that all work on the river be deferred until after dark, and stated that he would be available at that time,-- this offer being one which he later failed to fulfill. Volunteers were therefore called for from the members of the censorship organization, and the first man to offer his services was Lt. W. Greene. There being several other volunteers, lots were drawn and

(Memorandum No. 4, continued. Page 2.)

and the choice fell upon Lt. Greene who left immediately with the Captain of the "Florecita" to bring the tug up the river. Lt. Wells had, in the meantime, located no less than five small launches, Lt. S.J. Wilson had been placed in general charge of operations on the river, and work was about to begin. At 1125 an air alarm was sounded, and the lower Pasig River was again subjected to an attack from the air which carried on until 1325. The first stick of bombs dropped fell across the mouth of the Pasig close to the "Florecita" but fortunayely did not damage the ship or injure any member of its crew. As on the preceding day most of the bombs fell on the south side of the river and heavy casualties and property damage resulted.

When this attack was over all five of the small launches had disappeared entirely, and some of the members of the crew of the "Florecita" including the engineer were missing. The ships in the river were completely deserted, their anchors were down and none of them had steam up. During the morning Lt. Wilson had located an acetyline blow torch and crew, and anchor chains were cut while efforts were being made to locate more launches. At 1800 the U.S. Army mine planter "Miley" was towed down the river and cast loose in the bay, but the two launches which had taken it out failed to return. The captain of the "Florecita" reported that his engineer was still missing, and was instructed to locate him back at the point of a gun if necessary. Urgent appeals to the Luzon Stevedoring Co. and other companies failed to bring any additional launches to our assistance, and it therefore appeared that our work might be blocked entirely for lack of small boats.

In the meantime Mr. Andres Soriano had appeared with a letter from Mr. Vargas authorizing him to dynamite the ships in the river, but he agreed to defer any such action and remained to assist us in our own efforts. Also, through Mr. Baxter of the Customs House who had called to obtain permission to dispatch a code message to the "Apo", information was obtained that the Collector of Customs had ordered the ships scuttled that night. A telephone call to Mr. De Leon disclosed the fact that his representatives were already on the way to the river. This plan was blocked by the narrowest margins, and Mr. DeLeon requested us to tow the "Banahaw", which had been deserted by officers and crew, away from Pier 3 if possible.

By 1930 the engineer of the "Florecita" had finally been found and the tug was at work; at about 2000 four Japanese fishing boats which had been located by Mr. N.V. Sinclair put in their appearance; and the work went forward without serious hindrance thereafter.

Within the next seven hours were removed from the river and cast loose in the harbor the following ships:

SS MAGALLANES
SS DOS HERMANOS
SS PALAWAN
SS BOHOL II
USAT MILEY (previously mentioned)

Also a large Caltex barge was towed away from the National City Bank building and dropped in the north bay area, and a number of other lighters and cascos were taken away from the vicinity of the Post Office building and left near the Earnshaw Docks and Honolulu Iron Works which had been completely destroyed in previous air raids.

This left below the Jones bridge only the SS Bicol, SS Anakan, and

(Memorandum No. 4, continued. Page 3.)

a dredge. Both of the ships were on the bottom, having either been scuttled or holed by bomb fragments, but they were upright and not awash, and hence would appear undamaged from the air. The stack of the "Bicol" was dynamited by Mr. Duggelby of the Benguet Consolidated, and the superstructure of this ship was well as of the "Anaken" was, at our request, burned by Mr. Bernardo Abrera, the yard engineer of the government shops, thus leaving both vessels as obvious wrecks. Mr. Abrera also agreed to take care of the moving of the government dredge.

At 0300 on December 29 with our mission in the Pasig completed, we proceeded to Pier 3, but found that the "Banahaw" had already been removed.

Later that morning the "Florecita" was released. The owner of this tug refused compensation for its use, but requested a letter of appreciation, and this letter was written in the name of the Commandant of the 16th Naval District, F.L. Worcester signing by direction. The owner of the "Florecita" was also put in contact with USAFFE headquarters with the result that the tug was promptly taken over by the Army and placed in service at Corregidor where the "Miley" is now likewise in operation.

Mr. Soriano agreed to obtain from the owners of the vessels removed from the river ample compensation for the crews of commandeered launches, and the operation of clearing the river was therefore carried out without expense of any sort to the Navy.

The dynamiting or scuttling of five seagoing vessels in the Pasig might have proved ineffective as a precaution against attacks from the air; the hulks quite possibly would have caused the river to silt up below the Jones Bridge, and in any event their eventual removal would have entailed heavy expense.

Two of these five ships were saved for the use of the U.S. Army at Corregidor and while the waterfront of Manila was again attacked from the air both on December 29 and December 30, no bombs were dropped in the Pasig River area.

/S/ F.L. Worcester
/T/Lt.F.L. Worcester, USNR

cc for Lt. S.J. Wilson
cc for Lt. W. Greene

A CERTIFIED TRUE COPY:

Vincent T. Ricevuto
VINCENT T. RICEVUTO
1st Lt. TC
Investigating Officer

Memorandum No. 4

Fort Mills, Jan. 14, 1942

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/s/ F. L. Worcester
/t/ Lt. F. L. Worcester, USNR

cc for Lt. S. J. Wilson
cc for Lt. W. Greene

A CERTIFIED TRUE COPY:

Vincent T. Ricavuto
VINCENT T. RICAVUTO
1st Lt., TC
Investigating Officer

*1. Ike aut.
gibson*

DECLASSIFIED
Authority *AND883078*

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