

DECLASSIFIED
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18

**SHIPS & DOCKS
CONDITION
in**

**NOV & DEC
1941**

Vessels

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Report of results of study
made by National City Bank of
New York on the arrival of ships
in Manila and the disposition of
cargoes, as far as can be ascer-
tained.

Admiral Cole	Reported arrival at Manila 11/21/41, and all Manila cargo presumed to have been discharged there.
Admiral Halstead	Discharged cargo at Brisbane; cargo requisitioned 1/15/42.
American Builder	Did not take on New York cargo; Baltimore cargo loaded and discharged.
American Leader	Discharged part cargo at Manila and remainder at Sydney; cargo in Australia requisitioned 1/14/42.
Andrea Luckenbach	Discharged all cargo at Stockton, California.
Bantam	Sailed from New York February 1942. Discharged cargo at Sydney; requisitioned by Australian Government 4/12/42.
Bengalson	Sailed from Pacific Coast December 1941 - Discharged perishables at San Francisco. Lost through enemy action probably at a Netherlands Indies port.
Besayas	Lost
Cape Fairweather	All cargo was discharged at Manila except lumber and flour which was discharged at Melbourne and requisitioned 1/21/42 by Australian Government.
Carmen	Cargo was held in Singapore.
Carvabella	Arrived Manila 10/25/41.
Clant	Discharged cargo at Colombo.
Coast Banker	Arrived Manila 11/15/41.
Coast Farmer	Discharged all cargo at Brisbane which was requisitioned by Australian Government 1/15/42.
Coast Merchant	Discharged all cargo at San Francisco.
Coast Miller	Did not sail; discharged cargo at San Francisco.
Coast Shipper	Arrived Manila 11/16/41.
Coast Trader	Arrived at Manila 10/16/41.
Day Star	Arrived at Manila 12/1/41.
Don Isidro	Discharged all cargo at Brisbane and it was requisitioned by Australian Government 2/15/42.

Maritime

Don Jose Was alongside Pier #7 in Manila and before running aground in Linsay Bay was known to have been anchored off Bataan and Corregidor. Believed sunk.

Don Aniceta Cargo was unloaded at Beard's Erie Basin, Brooklyn, New York.

Dona Aurora Arrived at Manila 11/17/41; Hongkong 11/24/41.

Dona Nati Discharged part cargo in Manila on 11/4/41; remainder discharged at Fremantle and requisitioned by Australian Government 2/13/42.

Exceller Discharged Rangoon cargo in Calcutta between 2/1/42 and 2/5/42.

Exhibitor Discharged Rangoon cargo in Calcutta about 3/15/42.

Exminster Called at Bombay early January 1942.

Exmoor Sunk off India April 6, 1942.

Exmouth Discharged Rangoon cargo latter part of December 1941.

F. J. Luchembach Cargo discharged at Melbourne; and requisitioned by Australian Government 2/21/42.

Fernplant Discharged cargo at Los Angeles.

Granville Discharged cargo at New Westminster, B. C.

Harry Luchembach Proceeded direct to Australia; cargo discharged at Brisbane; and requisitioned by Australian Government 1/22/42.

Hoegh Merchant Sunk

Hoegh Silverleaf Arrived Manila 11/7/41.

Hoegh Silverstar Discharged part cargo at Brisbane which was req. by A.C. 1/15/42. Sydney " " " 1/24/42.

Illinoian Left New York end of December 1941.

Ivanan Discharged cargo at Long Beach, California

Jacob Luchembach Transferred cargo at San Francisco to S/S "Ruth Alexander".

Jagers Fonteln Discharged cargo in Java.

James Lykes Cargo discharged at Brisbane and requisitioned by Australian Government 2/2/41.

John Lykes Discharged some cargo at Manila 12/4/41, remainder at Cebu.

Joseph Iyler	Discharged cargo at San Francisco.
Kota Karos	Discharged at Harachi.
Kota Gede	Discharged cargo at Tjilatjap.
La tauhe	Lost
Mahua	Arrived at Singapore 1/14/42.
Mapia	Discharged all cargo at Melbourne requisitioned 5/24/42.
Matthew Luskmeach	Discharged cargo in Seattle.
Melampus	All cargo discharged at Adelaide requisitioned by Australian Government 2/26/42.
Mrs. Luskmeach	Discharged cargo at San Francisco.
Mejolarito	Sailed from New York December 1941; discharged part cargo at Tjilatjap, Java; balance on board when ship probably lost through enemy action.
Nonnuc	Arrived Manila 11/10/41.
Paz	Lost
Pleasantville	Arrived Manila and discharged some cargo there 11/20/41, remainder Colombo and/or Singapore and/or Hongkong.
Poolau Bros	Discharged some cargo at Tjilatjap; subsequently lost.
Poolau Tello	Discharged all cargo at regular ports of call; subsequently lost.
Polypheme	Discharged part cargo at Melbourne and part at Adelaide, all of which was reported to have been requisitioned by Australian Government 2/21/42 and 2/26/42 respectively.
Pres. Garfield	Discharged cargo at San Francisco.
Pres. Grant	Discharged some cargo at Manila, remainder discharged Sydney and requisitioned by Australian Government 1/14/42.
Pres. Harrison	Arrived in Manila 11/17/41.
Pres. Johnson	Discharged cargo at San Francisco.
Pres. Madison	Arrived at and discharged Manila cargo 11/12/41, balance at Sydney.
Pres. Monroe	Discharged cargo at Los Angeles.
Pres. Polk	Discharged cargo at San Francisco.

From Tylor	Discharged cargo at San Francisco.
Pres. Van Buren	Arrived at Manila 11/4/41.
Ruth Alexander	Discharged some cargo at Manila and subsequently lost.
Roseville	Discharged some cargo at Honolulu; remainder at San Francisco.
Sagoland	Believed to have been bombed at anchor in Manila Bay.
Salamat	Discharged cargo at Tjilatjap.
San Vincenzo	Discharged cargo at Richmond, California.
Sea Witch	All cargo for Manila, Shanghai and Hongkong discharged at Manila.
Siantar	Discharged cargo in Java and subsequently lost.
Slobodsk	All cargo discharged at Melbourne and requisitioned by Australian Government 3/21/42.
Steel Age	Sunk prior to 3/31/42.
Steel Scientist	Discharged Rangoon cargo at Calcutta.
Tabian	All cargo discharged at Melbourne and requisitioned 3/21/42.
Tahinta	All cargo discharged at Sydney and requisitioned 4/15/42.
Tamias	Arrived Manila 11/24/41 - later discharged cargo at Hongkong and Singapore.
Tanikhar	Discharged cargo in Singapore between 1/8/42 and 1/27/42.
Tarakan	All cargo discharged at Sydney requisitioned 4/1/42.
Taurus	Lost
Tawali	Discharged cargo at Bombay.
Tjibesar	All cargo discharged at Melbourne requisitioned 3/21/42.
Tjilarans	Discharged cargo in Netherlands East Indies.
Torrens	Discharged cargo at Los Angeles.
Totari	All cargo discharged at Melbourne and requisitioned 3/21/42.
Waltewreden	All cargo discharged at Sydney requisitioned 4/8/42.
West Cassata	Discharged cargo at Seattle.
Wandam	All cargo discharged at Melbourne requisitioned 3/21/42 after unloading perishables at San Francisco.

MY REPORT AND HISTORY OF THE WAR
(by 1st Lieut. John G. Zimmerman)

In order to clarify certain facts in connection with the beginning of the war in the Far East it will be necessary to go back into one or two instances in this connection in order to make things easier to understand.

In this connection among ships that we were handling during the first week of December 1941, was the American Pioneer Line Motor Ship (Seawitch). This vessel had four deep tanks in Hatch #2 which had not been decided to do the work in Manila on this current trip, and therefore the vessel was then in the process of having these coil installed.

On Sunday, December 7, 1941 I was in the Elks Club when Bob Burks asked me to accompany him to Cavite to go through one of the new submarines, the U.S. "Sea Raven", laid down in 1939 and put into service late in 1940. The Chief Petty Officer who took us through the ship indicated that all the men were on a semi alert status and he also said that if nothing happened in the next forty-eight hours, nothing would happen for sometime to come. We did not put very much thought to his statement and finally returned to the Elks Club about 5:30 P.M. after a very enjoyable afternoon.

No further explanation need be made and now we are ready to proceed with our report and history.

At about 6:30 A.M. December 8, 1941, the telephone rang in my apartment in the University Club and as usual I got up to answer it. Talking on the other end was Walter Schoening of the Atlantic Gulf and Pacific Co. who said that he had called all his men off the MS "Seawitch", on Navy orders. He and I being friends I asked him what the trouble was and he blandly said we were at war with Japan and Honolulu and Pearl Harbor had been attacked. This was unbelievable, so I asked Walter to tell me how serious the trouble on the MS Seawitch was and what had to be done to straighten it out. Then Walter told me he was not joking and really meant what he said. About this time I happened to look down on the floor of the apartment near the door and saw the morning newspaper lying there, and could see the words HONOLULU, WAR, AND JAPAN. Telling Walter to hold the line, I got the newspaper which told the story. There was nothing more to be said or done between us after this so I sat down and read the historical news which we are all familiar with now.

Eating breakfast and dressing in my usual manner, I went on down to the office where activity was at a standstill. Around about noon on Monday Ebbu Air Field of the Army was attacked and more or less cleaned out. Just shortly before this Clark Field near Stotsenberg was attacked. Material damage at Clark Field was severe and very large number of planes of both the large and medium size destroyed on the ground. No plane of ours had been able to get into the air. At Ebbu all flyable planes had gotten into the air and we able to harass the

the enemy to limited degree. Installations at Ebba were totally destroyed and the field was abandoned later in the afternoon. All flyable planes were scattered to various fields in the Island of Luzon. Shortly after midnight Clark Field was again bombed and about half an hour later Nichols Field was attacked, and some damages done to the field and one of the Rangers.

On Tuesday December 9, 1941, Clark Field was further attacked with some more limited damage. Nothing else of a serious nature occurred in the Island during the day.

On Wednesday at about 12:30 P.M. three flights of heavy bombers passed over the water area of Manila and down the Dewey Boulevard to Nichols Field which was severely bombed with quite a bit of damage. Passing on from Nichols Field the bombers proceeded over the U.S. Navy Yard at Cavite where bombing was extremely severe and the whole yard was set on fire. At least one new type submarine was hit and destroyed together with one destroyer. Another destroyer was hit and badly damaged together with a number of smaller craft, both destroyed and damaged. The Navy Yard was virtually gutted by fire and wiped out with the exception of Sangley Point where the Navy Hospitals is located, which was not damaged at all. An exceedingly large number of Philippine native workers of the yard were killed together with some Americans. The large number of deaths among the Filipinos is due to the fact that the workers were sitting around the yard, being out for lunch and when the bombs started dropping they all ran in panic instead of laying flat on the ground and was killed by bomb splinters and shrapnel. A number of bombs fell in the town of Cavite which flanks the U.S. Navy yard to the South and a large number of Filipinos were killed here also. After this severe attack, evacuation of the Navy Yard with all possible movable installations and equipment was commenced to Mariveles. This was continued until the Manila area was evacuated and abandoned by all the Military personnel.

In the meantime business had come to complete standstill and every night was a full blackout. All radio program were fully censured together with all outgoing and incoming radio and cable messages, and no codes were allowed to be used. Similarly all mail was censored. All valuable installations of all kinds were closely guarded and everybody was on a very keyed up state of mind. A great rush was made to sandbag various buildings and air raid shelters were being build everywhere. Port Area buildings especially were rushing this kind of work. We arranged to have the American President Line Building sandbagged on the South and East side half-way on each side and then sandbag on the inside to make a square air raid shelter. The Marsman Building next door was sandbagged on the front and the entrance hall protected to make another air raid shelter.

In the meantime we were rushing the unloading of the MS "Dewitch", the S. S. "President Grant", the M.S. "American Leader" and the SS "Ruth Alexander". All these vessels were unloading all cargo for all ports at Manila, but only during the daytime, no night work being possible on account of the blackout each night. Most vessels left the docks during the night and anchored well scattered in Manila Bay, returning to docks first thing each morning.

After the war started a number of ships that had been anchored or berthed in the harbor of Manila pulled out into the bay and anchored, most of them awaiting further sailing orders. They were inclined to anchor too close each other with the result that after the bombing of Cavite the planes as they sped northward dropped their remaining bombs in among these anchored ships. The S.S. Sagoland of Madrigal and Co was hit forward of the bridge and sunk, killing a number of stowaways. Two other vessels were hit, but the damage was not very serious.

About December 14, 1941 word was received by the U.S. Navy that they could not give protection to allied shipping and it was advisable for these vessels to get out of Manila and make a run for it, preferably to the southern islands of the Dutch East Indies or better Australia. They also arranged to open the Mine Field that night at darkness for this purpose. The result was that most vessels decided to take advantage of getting clear and left that night, and with the same movement being continued the next night, there was only about six ocean going vessels left in Manila by the morning of Dec. 16, 1941. Among these the American President Lines had the S.S. "Ruth Alexander" which was still unloading at a rather slow rate of discharge.

In the meantime some bombings by the enemy had been going on Baguio at Camp John Hay had been hit with a few casualties, and Tarlac had been hit, breaking the railroad line out this point. By now the Japanese were beginning to make landings in several parts of the Island of Luzon and about December 12, 1941 landed a force at Igan which immediately began to push south. Another landing was made at Aparri a day later. Both landings were successful though we were able to hamper them with aerial bombings and one of our planes was able to dive on a Japanese battleship of the "Harara" class and sink it, though both American Pilot and Plane were lost in this feat. Further landings were made at Lingayen in considerable force and then the Japanese push south really began with our Philippine Troops fighting a delaying and rear guard action all the way. Another landing was made in the south at Legaspi without a great deal of opposition from where the Japanese slowly made their way up to the Southern Luzon gold mining area of Mambulao and Paracale.

Spasmodic bombings of the Manila Area continued and Clark Field up at Stotsenberg was being bombed daily as was Nichols Field nearly everyday also. A second heavy attack was made on the U.S. Navy Yard at Cavite about December 12, 1941 in which more damage was done to the Yard but also Sengly Point and the Hospital were hit resulting in severe damage but luckily the Hospital had been previously evacuated to Manila. One of the large antenna towers of the radio station were hit and knocked down in this same raid. And now comes the incident that has considerably changed my life. On Monday December 15, 1941 Major Byrd, on instructions from Colonel Ward of the Army Transport Service, CMC, called on me at the American President Line Office and asked me to volunteer and join the U.S. Army in the Army Transport Service of the CMC. Having received the consent of Mr. L.S. Japoon, General Agent of the Manila Office of the American President Lines, we immediately went to the Army Transport Service Office

in the Customs House and made out the formal application for a commission as a First Lieutenant in the U. S. Army. This having been completed we then proceeded to Sternberg General Hospital for Medical Examinations. This examination was very successful and everything was in good shape except I was 7 lbs under the required weight and we would have to wait for the Wasserman Kahn blood test result. The 7 lbs under weight feature was to be waived. From here on there was nothing further that could be done until after the result of the blood test were announced.

On Tuesday nothing was heard but on Wednesday December 17, 1941 not long after I got to the office, I received a phone call from Major Byrd to report to his office for duty, as the blood tests were all O.K. Having reported to the Army Transport Service Office we proceeded to the Headquarters of the Philippine Department where I was sworn in as a Lieutenant in the U.S. Army for duty with the Army Transport Service of the Quartermaster Corp.

About this time a large landing by the Japanese was made at Antimonan with very little opposition. A further landing was also made in Batangas Area and then these two Japanese Armies started their drive north to Manila forcing the American and Filipino forces to retreat, but keeping up as strong a delaying action as possible.

After having taken up my commission I was assigned as Dock officer for Piers 3 and 5 with instructions to see that all the cargo then on the piers removed as soon as possible in order to make the Piers entirely available for the receiving of large convoys of Army supplies. In the meantime a continuous ferry service was being maintained to Corregidor. During this period I was familiarizing myself with the Orange Plan for the Defense of only a part of the Philippine Islands. This basically was a retreat to the Bataan Peninsula, evacuating Manila and attempting to hold in this area together with the support of the Forts of the Harbor defense forts. But up to the day of December 19, 1941 nothing definite had been decided on this movement. But on this day the order to fall back as this plan called for was given. Immediately the Southern Forces fighting the delaying action against the Japanese Antimonan and Batangas started their long retreat into Bataan around Manila at the same time the American and P.I. forces trying to hold the northern Japanese armies had to delay then long enough to allow the southern forces to get into Bataan. Tanks materially helped in both these delaying actions but finally the Southern forces got through Manila into and the northern forces slowly retreated and the whole army successfully fell back as planned by January 2nd 1942. The first real action between the two Armies occurred at Lone Junction were the U.S. 31st Infantry was able to make a very good showing and really were the forces that enable the Army to successfully to withdraw to Bataan. If the Japanese had known and had really seen a drive for Bataan at this time they undoubtedly would have ended the war right there, because the hurried retreat resulted in great disorder and no coordination and a concerted defense action would not have been possible.

And by the time the Japanese were ready to attack we had been able to get the various forces coordinated and present a good defense on what is now known as the Hacienda Line. Going back to the Manila Phase after this retreat had been ordered, following this we were instructed to have all available ships, barges and other vessels ready to evacuate men and supplies to Corregidor and Bataan. Though a lot of vessels were available there was not much attempt to get supplies down to be landed. During this period the air raid activity of the Japanese was increasing in and around the Port Area. Bombs hit between the two Morgans Buildings in the Meyer Building, the front of the Old Customs House, the Service Mens Club of the Navy and several Quartermaster buildings. In the meantime we continued to move a small amount of supplies out to Corregidor. Coordination between the Transport Divisions and the Supply of the Quartermaster was very poor and large convoys of trucks were leaving Manila for Bataan empty or partially filled only. And most of the water vessels were leaving very lightly loaded. The individual outfits under their own staff organizations were moving a lot more supplies and equipment than the Quartermaster. Conditions continued in this way right up to the end of the evacuation of Manila, though a small amount of supplies and food did get taken to Corregidor and Bataan.

On Christmas Day the Port Area and proximity was subject to a number of air raids with some damage. We had several ships loading and about noon a raid was made in which one of our ships was badly holed by the shrapnel and in order to save it, we had to shift the cargo that had been loaded to one side of the ship and at the same time get the ship away from the dock. This was done with the aid of the British Tug "Kessick" which we had taken over. She got a line to this ship and got her away from the dock and then as she was British with British Officers she needed an American Army Officers to go with her. I was ordered to get a Luzon Stevedore tug and board the Kessick and go with her to the dock at Lanzo, Bataan which I did. Thus I left Manila having had very little to eat and only a few smokes at the buffet lunch at the Elks Club as my Christmas Dinner. We arrived at Lanzo about dusk, got the damaged ship close ashore, so that if she did sink she would only settle in the mud. Then with boat of the Kessick we landed the few soldiers with us, including me and the Kessick headed back to Manila. During the night we, with the help of a small air corp group who had some supplies on the damaged ship and under my directions arranged to float a barge out to her on a long line attached to the dock, get most of the air corp unloaded to the barge and back to the dock. After this there was little for me to do, as I had no orders to do anything except go to Corregidor. During the night a small ship arrived with hospital personnel and patients which were quickly handled. About daylight I and an officer of a detachment of the 61st Infantry walked to Limay where a hospital had been set up. Here I got more or less invited to where I was. Then we both returned to the dock to where he had arranged for transportation to pick up his men, where I stayed till late that afternoon, during which we had a raid in which a number of bombs were dropped around the dock but luckily doing no damage. Late that afternoon there being no one at the dock and nothing further I could do, I got a ride on a truck going back to Limay where I arrived just before dark, which was December 26, 1941.

Here I stayed with the Limay Quartermaster, Lieut. Wally. From his office I tried to get in touch with Col. Cruz at Fort Mills, Corregidor but was unsuccessful, so pending orders I helped the Lieut. and took life easy. On the 27th I was still unable to reach Corregidor so remained on at Limay, and on the morning of December 28 helped bury the first casualty of Limay Hospital. Finally after lunch on this day I was able to reach Col. Cruz who ordered me to Corregidor as soon as possible. So leaving Limay I went to Cabaoben and caught a boat over to Corregidor arriving about eight o'clock that night. Having no difficulty finding quarters for the night, I reported to the ATS Office the next morning. Having nothing much to do right away I got myself invited on Corregidor and also purchase me some more uniforms. I had got pretty well set by lunch time and just sat down to lunch when an air raid hit the "Rock", Corregidor the place that never was bombed. This raid started about noon and the planes continued coming over in flight for about three hours. Though the raid was heavy, material damage was small, and I took refuge in a culvert from where I was able to make my way to the Middlecick Tunnel. This was very safe. After the raid we had to abandon the A.T.S. officers in the Middlecick Barracks and moved all our equipment to Malinta Tunnel where we eventually establish our office where it stayed for the rest of the war. Lt. Strang and myself then took over the night shift of the night of January 2nd 1942. Very shortly after this we the Army Transport Service took over the water transport of the whole area of war operations. A number of air raids were made on Corregidor during this first week of January doing a certain amount of damage including a number of fairly valuable buildings and also including all the buildings on the North Mine Deck. Only one incident occurred during these air raids, which was damaged in one of these raids and the Navy came crying to us to save these engines. So we managed to move this barge under one of our dock cranes and land these engines on the shore still in good order. The Navy having caused us a lot of trouble and risk thereupon made no attempt to move these engines and three days later in another air raid all engines were hit by shrapnel and damaged beyond repair. Who ever was responsible for this should have been court-martialed.

On the night of January 3rd we sent a party back to get the Tug "Kewick" which was anchored near the Manila Harbor breakwater, having been abandoned by her crew. This was successfully accomplished and the Tug towed to Corregidor.

The Army Transport Service now functioning efficiently, I was given charge of the night operations at the North Mine Deck in which capacity as Dock Officer I functioned until we abandoned the use of the North Mine Deck after the fall of Batan.

Things went along quite smoothly and we continued sending supplies to Batan and the Forts Drum, Hughes and Frank. Between January and the fall of Batan we were able to slip ships through the Japanese blockade to Cebu and return with large cargoes, principally of rice. Only one incident occurred in this connection. The second ship had managed to return to Corregidor the M.S. Elcano and as dusk set in we brought this vessel to the dock and commenced unloading.

In the meantime the Captain had invited General Sutherland and some other ranking officers to eat dinner on board. Everything was going fine both at the dinner and in the unloading, until the Japanese gun batteries on the Cavite-Batangas shore fired four rounds hitting the "Rock" about a quarter a mile away. We immediately ceased work and withdrew the men to the deck. But in the meantime General Sutherland and the other ranking officers came rushing off the ship, jumped into their cars and took off for the safety of Malinta Tunnel. The order was given to send the vessel back to anchorage. But as soon as this had been done, and the General was safe in the Tunnel he issued the order that the vessel was to be brought back to the dock regardless and work continued under any conditions unless he personally order different. Such brave Generals, did we have. Luckily no further trouble occurred and the vessel completed unloading during the next night.

The Japanese gun batteries firing on the Harbor Defense Forts from Cavite and Batangas had commenced firing in February and from then on we had to be careful with our operations between Corregidor and the other forts. But all in all we were quite lucky though the Japanese spotted one of our boats going into Fort Frank and managed to get a direct hit on this vessel setting it on fire, but only slightly wounding one man, and all the crew was able to swim ashore to Fort Frank though the ship had to be abandoned.

Only two other incidents occurred before the Fall of Batasan. The Quartermaster on Batasan decided to buy up all the carabao they could find on Batasan, slaughtering it on Batasan and then shipping it to the Cold Stores on Corregidor for keeping and then reissuing it back to Batasan as needed. This occurred when a large Japanese bomb went through the Cold Store Building putting it out of condition as such. After this it was decided to send as much of the meat, back to Batasan, as possible for immediate consumption. It was not possible to get it all back to Batasan before it would go bad, so some was sent to the U.S.S. Canopus and some issued for consumption at Corregidor. We had some difficulty getting the meat out of the cold rooms as the Ammonia Lines had been broken by bombing with the result that we did not start loading the Batasan meat until about midnight. Loading was finished by about 4:00 AM and the barge dispatched to Cabanban. But Cabanban decided, when it arrived there, that it was too late to unload it as it was nearly daylight and therefore sent the barge to anchorage for the day. Of course the results were a foregone conclusion, the meat having to set out in the hot sun all day was all rotten by night and had to be dumped into the sea. This of course resulted in an investigation and we were all questioned by Inspector General's Office. The results of the investigation were never published but apparently no real blame could be placed on anyone, with the exception of the men at Cabanban who might have been criticised for not taking all the chance and getting the meat out of the barge on its arrival, they knowing the great shortage of food on Batasan.

The other incident was the departure of General Douglas MacArthur for Del Monte flying foiled three to Australia.

CERTIFICATE

23 March 1948

I certify that I have this date copied the foregoing report of 1st Lieut. John G. Zimmerman now on file at Project Y Archives Section, Recovered Personnel Division.

W. J. ...
ADJFC - MACALLISTER
Information Unit, Checking Section
Records Division

OFFICE OF THE GENERAL COUNSEL
Department of the Navy
Washington 25, D.C.

000/208:mvw

26 February 1946

File
DIS

INFORMATION GIVEN TO LT. CHAR E. G. STODDARD,
OFFICE OF GENERAL COUNSEL, NAVY DEPARTMENT, BY
MR. CHARLES PARSONS, FORMER COMMANDER, USNR 70904,
ON 30 NOVEMBER 1945 AND 1 FEBRUARY 1946.

The attached Statement by Mr. Charles Parsons, former Commander, USNR, was taken in order to get from Mr. Parsons, while he was available in this country, information concerning the claims which would be made by The Luzon Stevedoring Company in connection with equipment of that company requisitioned by the military forces in the Manila Harbor area during the days immediately preceding the fall of Manila.

This action was taken in order to protect both the Navy and Mr. Parsons because of the peculiar position in which Mr. Parsons had been placed, when he was required, in carrying out his duties as a Naval Officer in the Port Director's Office, Manila, to requisition the equipment of his own Company, the Luzon Stevedoring Company.

Navy
Leaving Com-
mander's Office,
Manila

E. G. STODDARD

INFORMATION GIVEN TO LT. CDR. E. S. STODARD, OFFICE OF GENERAL COUNSEL, NAVY DEPARTMENT, BY MR. CHARLES PARSONS, FORMER COMDR. USNR 70904, ON 30 NOVEMBER 1945 AND 1 FEBRUARY 1946

- S. At the time the war started what was your status?
- F. I had a reserve commission. I reported for active duty at the time of Pearl Harbor and was actually commissioned as a lieutenant on 14 December 1941.
- S. Where were you?
- F. Manila.
- S. You had actually begun working in active capacity for the Navy prior to date of active commission?
- F. Yes, I was called to active duty at the moment advice of Pearl Harbor was received. However, due to administrative difficulties, I was not actually inducted until the 14th.
- S. What were your duties with the Navy then?
- F. At the call to active duty I was assigned to the Port Office, and by the Port Director, Captain W. W. Forts, USN, assigned to the handling of harbor craft within his department and which consisted principally of the management of the equipment owned by the company of which I was the manager, The Luzon Stevedoring Company.
- S. Before your entering active duty, what was your position with the Luzon Stevedoring Company?
- F. Manager.
- S. Are you a stockholder in the Company?
- F. Yes, a minority stockholder.
- S. You were, of course, paid a salary as manager?
- F. Yes.
- S. You have other business connections in Manila?
- F. Yes.
- S. Can you just run through a couple of them?
- F. Director of three local banks and have a private office aside entirely from the Stevedoring Company, which handles a seat on the Philippine Islands stock exchange, and brokerage of sugar, molasses and alcohol. I have an active interest in two mines within the Philippines, and a sugar central.

-2-

- Q. Could you give us the names of those banks?
- A. Bank of Philippine Islands, Philippine Trust Company, Monte de Piedad. Also the president of the Philippine Milling Company at Mindoro.
- Q. I suppose you continue to hold some of these positions?
- A. No, at Pearl Harbor my activities were centered solely into that of an officer of the Navy.
- Q. You had to resign from all those?
- A. No need to resign after the Japs came in. There was no other activity after Pearl Harbor which took my interest except that of doing this job in the port area.
- Q. I understand that Captain Fortz was the Port Director of Manila.
- A. Correct.
- Q. Acting under him I understand that you had to take over many vessels and material from different private companies located in and around Manila.
- A. That is substantially correct. That is, I want to mention, however, that the requisitioning of equipment was not resorted to in the very beginning. It was the original idea at Pearl Harbor to contract for the use of equipment and to use services available rather than to take and operate equipment which was available at Manila. It was only as the emergency became more acute and the situation became grave, which ended by this City being declared an open city to prevent its destruction and the killing of the civil populace, which meant the evacuation of all military personnel and supplies from Manila to Corregidor and Batan, that it became necessary to requisition and take over every piece of floating equipment available in the port of Manila for the purpose of outloading Army and Navy supplies and personnel and transporting them to bases to be established at Corregidor and Batan.
- Q. Before the actual necessity of requisitioning, were any of the vessels of private companies used by the Navy under contract?
- A. Yes, to the fullest extent possible, because one of the first targets attacked by the enemy was the Navy installation at Cavite and Sangli Point which brought about a situation requiring the movement of everything which could be salvaged from the naval reservations, and transporting it to Manila. This was all done between the dates of 8 and 20 December, and beginning 20 December when it was apparent that the enemy would overrun Manila, the policy of utilizing services had to be abandoned and all equipment was requisitioned both by the Army and the Navy and utilized as indicated.

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2. Then prior to the actual requisitioning the Army and Navy had occasion to utilize the services of the vessels of private companies, including The Luzon Stevedoring Company?
- P. That's correct, and including the personnel of the private companies and of The Luzon Stevedoring Company, personnel manning the vessels and personnel to load and unload the vessels. In this connection, because of the chaotic conditions which existed due to constant bombing and strafing of the areas of military importance, it was not possible to prepare invoices or to record in most cases the actual work performed so that it is not to be expected that claims to be presented against these services can be presented in a formal manner, supported by normal methods of purchase orders or receipts signed by the section involved.
3. Eventually, beginning about 20 December, the Port Director's Office requisitioned all available vessels from all companies?
- P. Yes, all suitable vessels, but it was done in coordination with the Army, the officer in charge of which section was Col. Frederick Ward of Army Transport Service; that is Col. Ward and I (representing the Port Director) agreed between ourselves as to which of the units would be requisitioned for Army use and which for Navy. In general, the inter-island vessels, self-propelled units, were requested by the Army and tugboats and lighters by me for the use of the Navy. Although these tugboats and lighters and other small craft were requisitioned by me on behalf of the Port Director, a number of such units were made available to the Army for military use. In other words, the equipment was thrown into a pool and Col. Ward and I decided, based upon priorities established by higher headquarters, what equipment would be used for each mission, submitted to us by the various sections of the Army and Navy at Manila. This was made necessary due to early experience of lack of coordination on the part of the various Army and Navy Department heads, and each section, having important missions to perform, would go out and bodily requisition or confiscate equipment which perhaps had been taken over or contracted for by other sections for what they considered equally important missions. This brought about a chaotic condition, not to mention a great deal of friction and fighting between the different departments of each Service, and ultimately resulted in Col. Ward and myself being appointed to handle the entire shipping situation as indicated above.
3. Then you visualize two sets of claims by the private companies --one for the services of their vessels and material rendered prior to actual requisitioning, and another set of claims based on the loss of the vessels and material after requisitioning?
- P. Yes, and in addition there will be considerable number of claims on the part of individuals who lost their lives rendering personal service to the Army and the Navy at that period--such as laborers and voluntary workers.

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3. As far as the Luzon Stevedoring Company is concerned, have you any list, or do you know of the existence of any list, of the vessels and other material requisitioned by the military services?
4. No such list exists. However, such a list can undoubtedly be prepared from the Registry of Philippine Vessels as contained in the 1941 annual report of the Insular Collector of Customs, which report lists all vessels registered in the Philippine Islands as of 30 June 1940. This list shows the name or number of the vessel, its type, whether inter-island use or for bay and river use, the net and gross tonnage figures, and year constructed. With this list as a beginning it would not be difficult to bring it up to 1 December 1941 by adding such equipment as was built by the Company during the period-- such information being available from our suppliers. This Registry of Vessels within the Philippines can also be a helpful check against equipment requisitioned from other companies in case such companies do not have an inventory of their equipment. The inventory of equipment of the Luzon Stevedoring Company and other American and British companies may be considered to be lost in view of the fact that the Japanese, upon entering Manila, took over all records of "belligerent" companies and destroyed them so that unless the companies had a secure method of hiding their records, they will not be available.
5. This Registry of Philippine Vessels, is that filed with the Maritime Commission or any similar agency?
6. Printed copies of the annual report are available at the Bureau of Printing or at the United States High Commissioner's Office, Department of the Interior, or at the Office of the Commonwealth Government of the Philippines, 1617 Massachusetts Ave., Washington, D. C. It is an official record of the Commonwealth Government of the Philippines. The United States Maritime Commission requested of their representative in the Philippines, Mr. E. E. Johnson, a complete list of all port handling facilities in the Philippines, which in the case of the Luzon Stevedoring Company consisted of all lighters and tugboats at all ports. This complete list was turned over to Mr. Johnson in November 1941, and transmitted by him to the United States Maritime Commission. Similar lists were requested by both the Army and the Navy for planning purposes and were supplied in lesser detail during the months of August-September 1941. All of these other lists should also be available in the archives of the Army and Navy. With reference to the equipment of the Luzon Stevedoring Company, although no records of the Company have been saved, I feel that there will be no difficulty in preparing an accurate and complete list of all equipment on hand at time of requisitioning by utilizing the Registry of Vessels of the Collector of Customs and adding to the list such equipment as was purchased subsequent to 30 June 1940, all of which information will be available to us from outside sources.

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- Q. And the outside sources for the equipment subsequently added will be the companies that built or sold this material to the Luzon Stevedoring Company?
- A. That's right.
- Q. The subsequently added material would have price information for the basis of evaluation?
- A. That is right. It would give a background of information. However, the purchase price of, for instance, barges, would include only the steel and to that would have to be added an estimate for the cost of erecting that steel and assembling the complete unit.
- Q. Where was the assembly done?
- A. In Manila.
- Q. By your Company?
- A. By our Company.
- Q. On the values of the equipment owned as of June 30 shown in the Registry of Philippine Vessels, is there any indication value in that Registry?
- A. No, no indication of value, but there is tonnage. It gives the gross and net tonnage. It would not be difficult to work out a formula for most of the units based on that tonnage.
- Q. Are there any remaining records of the Luzon Stevedoring Company which would indicate the value of the vessels indicating depreciation from the original cost price?
- A. We expect to develop book values from statements rendered to banks in support of overdraft lines. This is not positive as yet because it is not certain whether such information exists. These statements were submitted to local banks in Manila and as yet we haven't determined whether they were preserved.
- Q. What, if any, records of the Luzon Stevedoring Company were able to be saved and kept in existence today?
- A. None whatsoever.
- Q. What did you do with your records?
- A. Prior to the fall of Manila we segregated the most important records and sent them up to where we considered it would be a safe place in the concrete house of a prominent Philippine citizen, one of the officials of our Company. The place was

safe until the invasion of Manila and its destruction during the attendant action. The remaining papers in the Company safes, which were not important in general, but would have given the details and routine operation of these various acts, were taken over by the Japanese and destroyed.

3. Have you made a search for any of these records?
- F. A thorough search has been made and in the course of our search it was determined that they had definitely been destroyed.
- G. Can you give the names of Army and Navy or other officials who were in contact with the hiring and subsequent requisitioning of the material and vessels of the companies who might have knowledge of what material and vessels were taken and how they were used?
- F. The Port Director, Comdr. Forts; his executive officer, Lt. Warwick Scott; and the legal officer, Lt. Cdr. John R. McFee, who were directly in charge of the requisitioning of the supplies for the Navy have not survived. Ensign Turk and Sanborn are the only two other members of the staff of the Port Director who, together with myself, are available. These two men had nothing to do with the requisitioning of vessels, but will undoubtedly, because of being in the Office, have knowledge of what was done. In the field with me Lt. Cdr. William Gilray, Lt. Johnson (Reserve officer from Shanghai), Lt. Chester A. Judah, and Lt. Searle were all subordinates in my section and would have knowledge of various phases of the requisitioning and of the use of the equipment. Comdr. Schofield of the Navy (now base Commander at Manila), Adm. Norrell (now Supply Officer of the 9th Naval District), Captain William Hastings, (now in the 12th Naval District), and Captain James Wilson would have knowledge of the use of the equipment and possibly to some extent of the requisitioning of the equipment; and, of course, Admiral Hart, who was at that time Commander Asiatic Fleet, could confirm the activities in general as indicated, although he would obviously not be in a position to confirm specific requisitioning. On the Army side Col. Fred Ward was in charge of all Army activities in the Port. With him were Maj. Byrd, Lt. Zimmerman, Lt. James Baldwin.
3. What system did you try to follow in requisitioning?
- F. The legal representative in the Port Director's Office prepared a requisitioning form which in effect stated that because of the emergency, and under certain regulations permitting such action, that the equipment was requisitioned for use by the Navy. A space was left on the form for describing the equipment, and a statement was made to the effect that due compensation would be made to the owner in due time. These were executed by order of the Commander of the Asiatic Fleet, for the Port Director's signature, and initialed by myself in such cases where it was possible to deliver the receipt. Due to the conditions as mentioned previously, it was not always possible to deliver such receipt, although an effort was made to do so

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whenever possible.

- S. As for the copies of such requisition receipts maintained by the Port Director's Office, do you know if any of these receipts were saved and in existence today?
- F. The Port Director's Office had one copy of all receipts issued, as well as a copy of a carefully kept diary of all services utilized by the Navy, but such records were sent to Corregidor with the evacuation of Manila on 26 December and believed to have been destroyed on Corregidor to prevent falling into the enemy's hands. The original of the receipts in many cases may be expected to appear to support claims, especially where such claims are submitted by Filipinos or neutrals who have in most cases preserved their records.
- S. In the case of the "belligerents" you believe most of the records would have been destroyed by the Japanese?
- F. Yes, such records may be expected to have been destroyed by the war action or by the Japanese.
- S. Can you tell me who issued the direction for requisitioning of the vessels and material of these companies?
- F. The requisitioning of the floating equipment in Manila was by direction of the Commander, Asiatic Fleet, and the execution was by the Port Director.
- S. In addition to the requisitioning of material, were there any other directives relating to the destruction of property by individuals or companies to prevent such property from falling into the hands of the enemy?
- F. In connection with this question, the requisitioning of floating equipment to the fullest extent was ordered so as to move the largest amount of strategic material to Corregidor and Batasan by both the Army and Navy, and specifically on the part of the Navy such material as would be necessary to establish and maintain at Corregidor and Mariveles a base for submarines and PT boats having in mind that at these points no pier and handling facilities were adequate to unload, receive and store the equipment and material as rapidly as the removal of such material and equipment from Manila had to be accomplished within the period of time permitted between the date upon which the transfer was started and the deadline set by the Commander of the USAFFE forces. That is the date which Manila was declared an open city (26 December 1941), and consequently it was planned to load all of the floating equipment possible, transfer such units and anchor them off the sites of the bases, and using such equipment as floating warehouses. Such of the requisitioned equipment which was still on hand at Manila at the deadline, was ordered by Commander of the USAFFE to be destroyed to prevent falling into enemy's hands. This was done not on 26 December as originally planned, but during 30 - 31 December--the explanation being that although Manila had been declared an open city as of 26 December, the enemy forces

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did not enter the city of Manila until 2 January, and the interval before the entry of the enemy forces was utilized to the fullest extent in removing additional equipment and supplies, mostly under cover of darkness.

5. Were there directives issued to destroy vessels and material other than that which had actually been requisitioned or taken over by the military services?
6. Yes, the directives were given to destroy all vessels and material which could not be loaded as well as a number of installations ashore which would have been of benefit to the enemy had they been left intact, such as oil and gasoline storage installations, shops, quartermaster and Navy warehouses together with contents, etc.
7. Do you know if any of the facilities or material of the Luzon Stevedoring Company were destroyed pursuant to such directives?
8. All floating equipment of the Luzon Stevedoring Company as well as of all other companies, either requisitioned or not requisitioned, which remained in the Port of Manila after all supplies had been sent to Corregidor, was destroyed by sinking.
9. Do you have any records or knowledge which would indicate what, if any, of the vessels and other material of the Luzon Stevedoring Company had actually been requisitioned prior to destruction?
10. The entire equipment was requisitioned en masse as a fleet, and not unit by unit. This included, incidentally, a few units from associate companies in other parts of the Islands which happened to be on hand in Manila at the beginning of hostilities. Prior to the beginning of hostilities, we found the activities in Manila had increased considerably due to the convoys of Army and Navy transports arriving at Manila with heavy cargoes as well as diverted cargoes coming to Manila from the China coast and from Japan after embargoes had been placed on these ports by the United States Government so that we, in the Luzon Stevedoring Company, drew upon our subsidiary companies the Cebu Stevedoring Company of Cebu, the Visayan Stevedoring Company of Iloilo, and the Negros Stevedoring Transportation Company of Iloilo, for whatever lightering and tugboat equipment these companies could spare, so consequently the Manila fleet of the Luzon Stevedoring Company was augmented by an estimated fifteen units of these two companies. The records of the companies are intact and information as to the specific units on hand at Manila is available.
11. In our last meeting on 30 November you pointed out that, although there were no lists of Luzon Stevedoring Company ships, lists had been prepared back in November 1941 and turned over to Mr. M. M. Johnson, the Maritime Commission representative. I understand that since our last meeting you have located some lists.

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- F. Yes, I finally located in the Ships Warrants Section of the War Shipping Administration, 5th floor of the Commerce Building, a complete list of the floating equipment of the Lunan Stevedoring Company and its associate companies. This list was as of November, 1944--the same list that was turned over to Mr. Johnson at that time.

I, the undersigned to solemnly swear that the statements made by me in answer to the foregoing questions are true and correct to the best of my knowledge and belief.

Charles Parsons,

Subscribed and duly sworn to before me this
day of _____ 1946 at the city of Washington,
District of Columbia.

Washington)
District of Columbia) SS

AFFIDAVIT OF ARTHUR H. EVANS

I Arthur H. Evans being first duly sworn on oath depose and say:

I am now residing in California with offices at Room 727-649 South Olive St. Los Angeles, California, telephone number Trinity 0584, where I am employed by Elizalde and Company.

In 1941 immediately prior to the outbreak of war I was in Manila, P.I., where I was engaged by the Philippine Commonwealth to put into effect the Export Taxes. I was designated as adviser to President Quezon and assigned to the Secretary of Finance. My office was in the Customs Building in the Port Area, Manila.

Prior to the war the Customs Building was located behind Pier No. 3 in the Port Area. Pier No. 1 was the Army Quartermaster's pier used exclusively by the Army. Piers Nos. 3, 5 and 7 (there were no piers numbered 2, 4 or 6) were for commercial vessels, pier No. 7 being the largest and fully equipped for handling heavy cargos. The Port Area was protected by a high wire fence about 12 feet high. There were 4 gates at which were spotted customs guards (who in reality were clerks that checked the contents of trucks leaving the port area to see that they accorded with the customs release) and a special police group. A Captain Moore was the police officer in charge. His headquarters were in the Customs Building. This police force was subject to dual control, taking orders from both the Collector of Customs, who was Mr. Alfredo de Leon, and from the manager of the Manila Port Terminal, who was Mr. Enrique Razon. The Manila Port Terminal Building was located behind and a little to the south of pier 7.

Normally, and during the first few days of the war, the administration of the Quartermaster's activity in the Port Area was divided between Lt. Col Frederick A. Ward (whose assistants were Major Cornelius Z. Byrd and 1st Lt. David G. Erickson) and Lt. Col A. E. McConnell and his staff. Lt Col Ward's staff was located on Pier No. 1 and they had charge of all incoming Army cargos, afloat or on the piers, until the property was entered and cleared as free of duty. They had their own force of employees who entered and cleared the property. After the property was cleared it became the responsibility of Lt. Col McConnell and his staff who were in charge of property in the Port Area and sending it to warehouses, stock piles or to various posts or Army units.

About a week after the war started Lt Col Ward's department moved from Pier 1 to the ground floor of the Customs Building and the balance of the Quartermaster staff which had been located in the Port Area was moved to San Beda College. This latter group included Lt Col McConnell, Lt Col Quinn and Lt Col Macklin. This location for Quartermaster personnel (including Colonel Brasena) continued in effect until the Army withdrew from Manila. Colonel (later Brigadier General) Drake, who was the USAFFE Quartermaster, was at Santiago where Generals Sutherland and Richard Marshall were located.

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About the 18th or 20th of December 1941, General Drake and Col Brazens moved their offices to Fort Mills, Corregidor. However, they were often in Manila thereafter, until the Army evacuated the city.

Late in October or early in November the Army was preparing for the arrival of a large convoy of 80 to 100 ships. I understand that General MacArthur went to President Quezon and advised him of the situation and of the necessity for speedy unloading of the vessels and storage of their cargo in the Port Area, which would require the use of the Port Area to the exclusion of civilian trade. President Quezon issued instructions to the civilian officials to cooperate with the Army. The Collector of Customs, Mr. De Leon, asked me to find out just what the Army wanted to have done. As a result I went to Lt Col Ward and he stated that as soon as the convoy arrived they wanted to unload it as rapidly as possible and then to stock-pile the cargo in the Port Area and on the Municipal Golf Course adjoining until the military units arrived and were definitely stationed so that the Quartermaster would know where to send the supplies and equipment for each. Lt Col Ward said the Army wanted all commercial cargo off the piers so that all the piers would be able to handle Army cargo, exclusively. The piers would be reserved for the Army to the exclusion of commercial ships and cargo. Commercial ships would have to be sent elsewhere or discharge on lighters in the bay.

After consultation with the Customs officers and others it was decided to build a shed on the second pier in the north harbor. The Navy had already taken the first pier in north harbor for its use. The Bureau of Public Works issued orders and the building of the shed on the second pier was started. However, the war interrupted and I do not believe this shed was ever completed. Prior to the war and the commencement of the north harbor project I asked the President of the American Chamber of Commerce to call a meeting of all chambers of commerce, which included British and Philippine, and at that meeting I presented the plan which was agreed to, although it involved additional expenses to the shippers because it would be necessary to unload commercial ships in the bay on lighters and then transfer the cargo by hand from lighters to the pier in north harbor.

At this time the piers at the Port Area were jammed, since the commercial brokers had not been removing cargoes rapidly enough. Accordingly, we began to move the cargo on the piers back to a stock pile between the Customs Building and the Port Terminal Building which was in the open area between piers 5 and 7. However, ships continued to arrive even after the war had started. They discharged their cargoes at the piers in the Port Area, since the North Harbor project was not ready. As a result we were making little progress in clearing piers. Even after the war had started and been on for a week or so the Army was expecting the convoy to arrive, and Lt Col Ward was concerned about the fact that we had not been able to get the cargo off the pier moved back to the stock piles. However, the result of this work was that a large stock pile was being built up in what had previously been an open area between the Customs Building and the Port Terminal Building. This stock pile existed when the war started and was added to somewhat thereafter. It consisted entirely of shipments which were not consigned to the Army.

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EXHIBIT

Prior to the war, the Navy had as a neutral ally office under the through and be approved by that the Commander ports, assisting him

signed to the Army.

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Prior to the war, the Navy had operated a unit in the Customs Building as a neutrality office under the Neutrality Acts and all exports had to pass through and be approved by that Navy office. That office was in charge of Commander Ports. Assisting him was a Lt. Scott. Also in this office was a Commander Harrison who was on his way from China back to the United States and was at Manila at the time the war commenced. That office was under the command of Amiral Hart who was then Commander of the Naval District when war was declared. After the war started, that office operated as the office controlling the movement of all ships in the harbor including tying up at the piers. The Navy did not wish to have any vessel sunk at or near the piers and thus jeopardize unloading operations. As a result all vessels which were tied up at the piers were ordered away from the pier to anchorages in the harbor at night and during air-raids. The Captain of the port (who ordinarily operated under the jurisdiction of the Customs office) executed the Navy's orders and sent out pilots. He was a Filipino named Gullifin.

On about the 12th of December at 2 o'clock in the afternoon, Commander Ports called a meeting of all ship agents, owners and operators, at which I was present. At this meeting Commander Ports advised those present of a memorandum from Admiral Hart which was to the effect that the enemy controlled the seas and that the Navy could not give effective protection for shipping. Accordingly, Commander Ports advised those present that, if they wanted to send out their ships and make a run for it, safe conduct through the mine fields would be given by the Navy after 6:00 that night, if the Captain of the ship would agree to scuttle his vessel if it was in danger of capture.

There followed a discussion of about one-half hour as to the status of the ships as to fuel and as to which passage would be best.

The Cape Fairweather had just completed discharging her cargo and elected to leave. I am sure of the facts as to this vessel since I was given an opportunity to leave on the Cape Fairweather but elected to stay.

The American Trader had also discharged her cargo. I am not certain whether it was completely discharged or not, but believe that it was. My recollection is that the American Trader also elected to go.

Other ships which had come into the harbor shortly before or after the war started were the Don Jose, the Don Aurora, the Capillo, the President Grant, President Madison and President Harrison. The Capillo had discharged some of its deck cargo of timber. I do not know what was discharged by this vessel at Manila because she was unloaded into barges and lighters and I did not concern myself with operations other than at the piers. She did not elect to leave and went to Mariveles on Betan Peninsula to discharge the balance of her timber. She was sunk there.

I recall that two British ships (one of which was the Anhui) and which had only refugees on board, came into the harbor, put the people ashore with only their hand baggage and left. They did not discharge any cargo.

Also about a week after the war began and shortly after the Prince of Wales and Repulse were sunk two British destroyers put into the harbor, refueled and left.

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Checked by American Leader

The President Harrison did not discharge any cargo at Manila but was sent out immediately to get the Marines from North China. I do not now recall the facts as to the President Grant and the President Madison so far as the discharge of cargo is concerned. The President Grant did leave the harbor.

Shortly prior to the war there was piled at the outer end of pier 7 50,000 bags of flour belonging to the United States Government which was being held for a French ship to arrive from Saigon, French Indo-China. This flour was a part of an exchange with the French in which the United States received graphite from Madagascar. My best recollection is that the French ship did arrive before the war and that this flour was loaded.

Shortly after the war started the Customs police set-up in the Port Area, more or less broke down, especially during air-raids. In the stock pile between the Customs House and the Port Terminal Building there were food-stuffs such as canned milk, canned vegetables, cigarettes, flour and candy, as well as wire, nails, oil, greases, tires and other equipment which would be useful to the Army. I asked Lt Col Ward why the Army did not simply issue an order expropriating or setting aside the entire stock pile, throw a cordon of guards around it, take what the Army wanted, and then release the balance to the proper consignees. Lt Col Ward thought well of this suggestion and I attended a meeting between Gen Richard Marshall, Lt Col Ward and Lt Col McConnell. I believe that Col Brasena was also present at this meeting. The question of the Army taking over the stock pile was discussed. General Marshall favored the suggestion. General Drake passed by the door as we were meeting and was called in by Gen Marshall. General Drake said he objected to this plan. However, an air-raid occurred and the meeting broke up. We never got together again, at least when I was present, and so far as I know nothing more was done about this suggestion and the Army never did issue any order purporting to take over the entire stock pile. However, various organizations were coming to the stock pile with trucks and taking what they needed. I believe that receipts were given for these things but do not know what became of any such records.

Between the 20th of December and the end of the month, representatives from the Corps of Engineers, including Major Howard Cavender who was newly commissioned, came into the Port Area with their trucks and took all they could of tires, wire, nails, hardware and other mobile equipment. Also Army trucks took food and continued to come in as late as January 1, 1942 and take food-stuffs, cigarettes and candy. Toward the end, trucks of individual units were coming in charge of non-commissioned officers. The main Army units in Manila, including the Quartermaster group at San Beda College, had evacuated about December 24, 1941. However, Lt. Col Ward's group stayed until the evening of December 31. When the enlisted men came in on the first of January 1942, there was no one to issue any official receipts. I recall that four trucks came in and loaded with food-stuffs, cigarettes and candy. I took receipts for this merchandise from the enlisted men in charge, but these receipts were lost when I was interned. After the Army left there was a great deal of food and other merchandise still remaining in the stock pile. This was either looted by civilians or captured by the Japanese. On January 2, 1942 there was a great mob of about 10,000 people in and around the Port Area taking what they could get. At first there was no great interference, since it apparently was felt

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The manifest
 sheet it was better
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 cleared the Port Area
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zone of about 10,000 people in and
out. At first there was no great

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that it was better for the Filipinos to have it than to let the Japs have it. However, on January 2, 1942, at Vargas' request, I took 40 Filipino soldiers, cleared the Port Area, and threw a cordon of soldiers around that area. This was done mainly to protect the people so that they would not be in danger if the Japs were to arrive and find them looting these supplies.

The manifests of vessels in the harbor were ordinarily in the hands of the ship agents in Manila. I believe a copy may have been filed with the Marine Division of the customs. The chief of this division was a man named Mina. A copy may have also been available to or filed with the Manila Port Terminal. However, I believe the records of both the Customs House and the Port Terminal were destroyed. While the checking of manifests was no part of my normal duties I did procure copies of a number of the manifests from ship agents who were all anxious to have their vessels in the harbor unloaded. I went over these manifests with representatives of various branches of the services, checking off the items of equipment which would be useful to the Army. I then arranged through Commander Portz office to have these vessels brought in and such items unloaded wherever possible.

I recall particularly that Mr. Frank Liddell checked over the manifests seeking automotive equipment and supplies for the Motor Transport Depot which was under Lt Col Quinn. Several vessels were brought in and the automotive equipment on all vessels or on any particular vessel was to get them to the piers. However, I do recall that the Don Jose (or it may have been Don Aurora) had on board some motorized gun carriage equipment as well as trucks in crates which were being shipped by the Canadian Government. When Mr. Liddell and I discovered these on the manifests we went to Colonel Brasena and suggested that a wire be sent to the Canadian Quartermaster to secure permission to take those gun carriers and trucks. This was done. Later I was informed that permission had been granted, and these gun carriers and trucks were taken off the vessel. Some of the trucks were set up right on pier 7. The gun carriers and possibly some of the trucks were taken in crates to the various automobile dealers to be set up.

About the time that the Quartermaster left San Beda College, I recall that Mr. William Zeitlin (who was formerly with one of the brokerage firms and who was at the time working with Col Brasena and was later commissioned) came down to the Port Area and took four passenger automobiles from the stock pile in the Port Area. He gave a receipt for these cars which he signed himself and told me that a proper requisition and official receipt would be brought to me the next day. However, I never received the requisition or official receipt. The receipt which he gave me was lost when I was interned.

The Luson Brokerage Company was the largest brokerage establishment in Manila. In normal times they had a large fleet of trucks which were engaged primarily in transporting merchandise from the piers in the Port Area to consignees. This company was operated by a Mr. Forrest Myers, who is still in Manila; and by his son, William Myers, who is in the Army. When the war broke out, their trucks were taken over to the Army Motor Pool. These trucks were of all different sizes and were in various conditions ranging from bad to excellent. Mr. Jim Kibbee was the transportation manager for Luson Brokerage Company.

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I also recall that a Mr. Robert Janda, who was an Attorney employed by the Manila law firm of Ross, Selph and Cariscossa, was employed by the Quartermaster under Lt Col Ward. Shortly after the war broke out he was employed to negotiate with the consignees of cargo for the earmarking and taking by the Quartermaster at an agreed price of merchandises in the stock pile. I had recommended Mr. Janda to Lt Col Ward when he asked if I knew of a man who could do this work. As I recall Mr. Janda was employed at a salary of 300 pesos per month. He would undoubtedly have considerable information concerning arrangements worked out by him with consignees of cargo, including the Chinese dealers in the City.

/s/ Arthur H. Evans

Subscribed and sworn to before me
at Washington, D.C. this 4th day
of September, 1945.

/s/ Charles M. Nisen
/t/ CHARLES M. NISEN
1st Lt. JAGD

CERTIFIED A TRUE COPY:

/s/ Charles M. Nisen
1st Lt JAGD
JAGD

CERTIFIED TRUE COPY:

C. L. Ricks
O. L. RICKS
Captain, JAGD

E X T R A C T

Memorandum of conference 23 October 1945 with Brigadier General Charles C. Drake, G-3415, Address: Connecticut Ave., N.W., Wash., D.C., (Ordway 2029).

* * * * *

Manila
4. -Philippine- Quartermaster Depot. Col. Alva E. McConnell was CO (missing). All his assistants are believed dead or missing except Lt. Col. Otto Harwood (who was in charge of the oil companies and not in Port Area very much) and a Col. Browner, whose name is not very clear to Gen. Drake. This depot was authorized to procure all local Class 1, 2 and 3 supplies and employ all necessary personnel. There was a great deal of requisitioning of commercial goods from the commercial piers and the stockpile in the Port Area. Gen. Drake says General MacArthur expressly authorized these takings from piers and the Port Area. Receipts signed by Lt. Col. McConnell were to be given and were given for all these supplies so taken (including those taken from ships) to Capt. Rason, who was Port Manager. While there was some discussion of a blanket requisition of all goods in the Port area, this was never done and receipts were given only as and for goods actually taken.

* * * * *

/s/ Charles M. Nisen
/w/ CHARLES M. NISEN
1st Lt., JAGD
JAGD, Claims Division

E X T R A C T

CERTIFIED TRUE EXTRACT COPY:

H. L. MacBride
H. L. MacBRIDE
Captain, JAGD
Director, Claims Division

STATEMENT OF MR. ROBERT JANDA TAKEN ON 18 NOVEMBER 1948
IN THE CITY OF MANILA, PHILIPPINES

- Q. Will you please state your name?
A. Robert Janda
- Q. What was your connection with the U.S. Army in 1941, precisely in December?
A. I was employed by Army Transport Service, U.S. Army. I am not sure what my status was on their records, but my work was to consist of handling the legal questions that arose in connection with cargoes in the Port Area which was then under the administration of the Army Transport Service. I was employed by Col. Ward and worked partly with him and partly with Mr. Arthur H. Evans who was the liaison officer between the Army and the Philippine Government. Shortly before the Army withdrew to Batuan, I was offered a commission as a Major, which I did not accept.
- Q. In the affidavit of Mr. Arthur H. Evans executed by him on 4 September 1945 at Washington, D.C., he stated that you were employed by the Quartermaster under Lt. Col. Ward; that you were employed to negotiate with the consignees of cargo for the earmarking and taking by the Quartermaster at an agreed price of merchandise in the stock pile - what did the negotiation consist of and with whom?
A. A few days after my employment, I was directed by Col. Ward and, I believe, by Col. MacConnell to contact all consignees of cargoes of incoming vessels and make contracts with them for the purchase of their cargo. I prepared a form for use in doing this which was approved by Col. Ward, and I spent a number of days contacting consignees and having them come to my office and sign these forms. I secured the data as to nature of the cargo from the various ships' manifests. After I have secured the signature on probably several hundred forms, I took them to Col. Ward and Col. MacConnell who then notified me that the Government had changed its mind and no longer desired to carry out the original plan of purchasing all incoming cargo. So far as I know none of these forms were signed by the government, however, I do know that substantial amounts of cargo were actually taken over by the government, and that government employees were allowed to the piers under permits which, I believe, were issued by Col. MacConnell to take limited amount of things for their own needs. This was done at about the time the Army was leaving Manila when the Quartermaster stores were being thrown open to the public.
- Q. Can you remember any of the names of the consignees contacted?
A. No, not at this time. I remember, however, the Liggett & Myers Tobacco Co had a very large amount of consignment of cigarettes on Pier 7. I also remember a number of consignments of groceries which were unloaded in Pier 7, I believe, from the "Auth Alexander".
- Q. Do you know anything about the unloading of the cargo of the "Sea Witch" at Pier 7?
A. I do not recall any specific item of the cargo nor the names of the consignees. If I were permitted to see the manifest, it would be possible to refresh my memory.
- Q. I show you an extract of the "Memorandum of conference 23 October 1945 with Brigadier General Charles C. Drake, O-3415, address: Connecticut Ave., N.W., Wash., D.C., (Ordway 2029)", would you please comment on it?
A. I believe it is correct; it is my recollection that authority was received from General MacArthur to take supplies from the Port Area.

It is my recollection that there was no blanket requisition of all cargo in the Port Area; and that no receipts had been given for some of the goods taken. It is my recollection that it is not true in all cases.

- Q. Can you remember what part of the stock pile located at Port Area between the Manila Port Terminal Building and the Customs Building was looted after the army left, and what part of it fell into the hands of the Japanese upon their entry into Manila?
- A. After the army left there were gangs of looters which took everything their hands could lay on in Pier 7. Warehouses were broken into and the people carted away things from the Port Area as fast as they could. It is probable that heavier types of goods still remained when the Japanese entered Manila but certainly smaller and lighter goods were either taken or pretty well mauled over. I do not know whether anything remained when the Japanese entered Manila. The last time I visited the Port Area was on January 1st or 2nd, 1942.

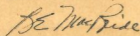
I certify that I have read the above transcript of the testimony made by me upon interrogation by Mr. Rogerio A. de Joya in an interview held on 18 November 1948 in Manila, Philippines. I further certify that the same is true and correct, in every respect, to the best of my knowledge and belief.

s/ Robert Janda
t/ ROBERT JANDA

I certify that the foregoing answers to my interrogations were made by the party signing the same voluntarily before me this 18th day of November, 1948 in the City of Manila, Philippines.

s/ Rogerio A. de Joya
t/ ROGERIO A. DE JOYA
Sr Claims Investigator
Claims Division
Judge Advocate Section
PHILCOM, APO 707

CERTIFIED TRUE COPY:



B. E. MacBRIDE
Captain, JAGC
Director, Claims Division

Commonwealth of the Philippines)
City of Manila) S.S.

A F F I D A V I T

FRANCIS GISPERT, residing at 38 Miranda, San Juan, being duly sworn, deposes and says:

That in December 1941 he was the secretary of the Associated Steamship Lines, Manila, with offices in the Marsman Bldg., Port Area; that shortly after war was declared with Japan he attended several meetings in which the Port authorities and Army officials discussed the handling of cargo; that to the best of his knowledge and recollection, at these meetings the question of commandeering civilian cargoes on vessels then in port and to arrive was discussed, and that it was the Army's contention to take and commandeer any and everything they required; that he knows that in the resulting confusion certain consignments were commandeered without any receipts being given; that later on, as the Japanese approached Manila and the city was declared an open city, the Quartermaster's stores were thrown open to the public which resulted in mass looting which spread from the Quartermaster's stores in the Port Area to the piers, dock warehouses, and all over the city; that the police lost control and were unable to do anything, the result being that thousands of tons of import cargo was looted; the Port Area was a seething mass of people fighting and even killing each other in the attempt to lay hands on whatever they could.

FURTHER AFFIANT SAYETH NOT.

Francis M. Gispert
FRANCIS M. GISPERT

Subscribed and sworn to before me this 21st day of August, 1945, at Manila, Philippines.

William A. Sheaffer
WILLIAM A. SHEAFFER,
2nd Lt., P. A.,
Investigating Officer.

*Filed at Manila
1945 8/21*

Camp, Kansas
6 May 1946.

Headquarters, Claims Service, AFWESPAC
Office of the Chief of Claims

Attention:

George F. Smith
Captain, CAC
Claims Investigating Service

Sirs:

Reference your letter of 24 April 1946, file PRO-4007, 4008, 4157.

Be advised that at no time during the campaign in Manila or Bataan did I commandeer any carabao.

As Assistant P&C Officer in the Philippine QM Depot I did commandeer many articles from the vicinity of Limay, Orion, Mariveles, Abucay, Cabaoban, Balanga, and other baries in Bataan. The articles were mostly such things as sewing machines, building materials, items of furniture, a few carabao carts and yokes, and other miscellaneous items.

I purchased a considerable amount of rice "palay" from natives around Limay, Orion, Abucay and Balanga, but all of this palay was paid for by me on the spot in cash. Labor was similarly paid for in cash on the spot. I also bought and gathered up bamboo, napa shingles, and sawal sidings, all of which were paid for by me on the spot.

I ran and managed two Philippine civilian labor camps for the QM for two or three weeks. The personnel in these camps, over a thousand persons, came mostly from Limay and vicinity. These persons were taken care of by the QM and paid by the QM so long as they worked (threshing palay). When the work ceased--the supply of the palay ran out--the management of the camps was taken over by USAFFE and later USFIP Headquarters, and I had nothing more to do with the camps.

While in Manila in the period 8 December 41 to 24 December 41, inclusive, I purchased considerable amounts of rice from various dealers in the city and gave the vendors adequate receipts from which purchase orders could be later executed. Also, while working in the Port Area, I executed several purchase orders for cargoes and parts of cargoes of ships which were being unloaded at the docks.

The POs were signed by A. B. Carleton, Capt., QMC, the P&C Officer of the Phil. QM Depot, and were initialed by me with the initials H.A.A. I recall that one rather large PO was so executed in favor of the Maresan Trading Company in the amount, as I recall, of ₱70,000.00.

At all times in these activities I was acting under direct orders of the CO, the Phil. QM Depot, Lt. Col. (later Colonel) Alvin E. McConnell, QMC (now deceased), and Captain A. B. Carleton, QMC (later Lt. Col.) (now deceased) the P&C Officer of the Phil. QM Depot. In March, 1942, Col. Carleton was sent from Bataan to Cebu, and I was then made P&C Officer of the Depot. However, I made very few purchases from that time until the fall of Bataan, 9 April 1942.

All cash monies spent by me were accounted for periodically to the agent finance officer, and just prior to the fall of Bataan my account was closed and all money in my possession was turned over to the agent finance officer. His name, I believe, was Captain Maxwell, QMC (now deceased).

The only persons who worked with me, aside from laborers, were Col. Carleton & Major Starkey, QMC (now deceased).

Regarding the purchase of carabao, it seems to me that the operation was handled largely by the Veterinary Corps. A Lt. Colonel Harrington, or Herrington, VC, had a great deal to do with the carabao situation. He was assisted by a Lt. Campbell (branch of service and initials unknown) and also by 1st Lt. Walter A. Ashborn, QMC (now deceased).

I do know that such carabao as could be caught were taken to Col. Harrington's corral and there slaughtered for the use of the Army on Bataan and Corregidor. Many carabao, however, could not be caught and ran wild through the jungles and many of these were indiscriminately killed by the Army and civilians without, of course, any record being made. Most of the carabao were lost because their Philippine owners fled from their homes, to the hills leaving all their possessions behind except what they could carry on their backs. However, as Limay was several kilometers back of the MTR until the final Japanese assault, the evacuation of this bario was more orderly than most and it is probable that more carabao were taken by the Army from their real owners living in and around Limay than from most areas in Bataan.

Vouchers signed by me for property commandeered were signed: Harold A. Arnold, 2nd (or 1st) Lt., QMC. Possibly some were signed with my first initials only, H. A. Arnold.

This statement has been made rather lengthy so as to possibly acquaint you with some of the details of our QM purchasing operations in Bataan and Manila, as I imagine that quite a few of my vouchers have been presented to your office for payment.

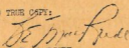
I have not made this statement in the form of a certificate or affidavit because I am in no position to give an authoritative, direct statement regarding the commandeering of carabao from the vicinity of Limay, Bataan. My statements are based merely on observations made on the spot.

I am now on terminal leave from the Army and shall be so until 15 July 1946. If I can be of any further assistance to you in this regard kindly contact me at the above address.

Respectfully,

/s/ Harold A. Arnold
/t/ Harold A. Arnold
Captain, Q.M.C.
O-379745.

CERTIFIED TRUE COPY:



E. E. MacBRIDE
Captain, JAGD
Director, Claims Division

STATEMENT

For several years prior to and during the war, until the fall of Corregidor, I was head of the Supply Division of the Department Engineer's Office, Ft. Santiago. My responsibilities included planning engineer requirements, procurement, storage and issue of same. At the beginning of the war, ships in the harbor were unloaded of cargoes destined to other ports, and large quantities of various types of merchandise were requisitioned by the Army. I had a representative, Major Robert Hill, (a Temporary Officer) who stayed on the piers for several days inspecting stocks and merchandise being unloaded and selecting such items as were required for the Engineer's Department. Twice daily, morning and afternoon, a Junior Officer or a responsible non-commissioned would report to Major Hill with a number of cargo trucks and the Major would indicate the merchandise desired. Under the supervision of the Port authorities, the merchandise which the Engineers secured was checked and loaded onto the trucks and record made in duplicating books, about 4 copies as I recall. One copy was given to the driver for delivery with the merchandise to the Engineer's Depot; the other copies distributed as directed by Port and Custom authorities. It is presumed that all merchandise taken from the piers by the Military authorities was handled in a similar manner and had the Army, custom officials or the Port authorities been able to save their records of these transactions, no great trouble would exist in adjudicating claims against the Government.

In Manila the Engineers obtained 2000 shovels, some 15 tons of chicken netting and 100 or more tons of steel wire (gauges 10 to 14 primarily) also a large quantity of roofing paper and various other items which I do not recall at this time. Much cargo including lumber, was unloaded onto barges and taken to Corregidor and Bataan. Included were hundred of thousands of feet of lumber, mostly of large dimensions, a quantity of which were re-sawed in a saw-mill that was established at Mariveles, under my general supervision.

About the first of March 1942, the need for additional barges for handling lumber and crushed stone at Mariveles to Corregidor necessitated unloading merchandise (which had been unloaded from ships onto barges) for which there appears to have been no military need. I unloaded 3 or 4 barges which included about 100 bales of "linter cotton", some 15 tons of sulphur, 15 tons of hops, about 5 tons of petrolatum jelly (in 5-gallon cans), about 40 cases (150 to 200 pounds) of pamphlets printed in Chinese, apparently of an advertising nature.

As to subsistence supplies, flour, corn and wheat grits, etc. I have no definite knowledge but do know that on Corregidor, after the fall of Bataan, wheat grits were being served in the mess where I ate, which allegedly had been unloaded from one of the ships passing thru Manila.

I was in Manila until about 2:30 A.M. January 1st, 1942 and departed for Bataan by boat from the Port Area. At that time the Quartermaster warehouses were burning and I learned that they had been opened that day to looting, rather to permit the supplies fall in the hands of the Japanese.

In connection with merchandise, needful for Engineer Operations, I might be able to furnish more detailed information in connection with some particular items but the above is a general picture of the operations as I recall them.

/s/ Roscoe Bonhan
 /s/ ROSCOE BONHAN

A TRUE COPY:

B. E. MacBride
 B. E. MacBRIDE
 Captain, JAGC
 Director, Claims Division

REPUBLIC OF THE PHILIPPINES)
)
 CITY OF MANILA)

A F F I D A V I T

I, JOSE F. CASTRO, of legal age, married, Filipino citizen, a resident of 146 Rebellin, St. Ana, Manila, Philippines, and at present Chief, Gate Pass and Records Division, Philippine Port Terminals (operators of the Manila Terminal), after having been first duly sworn according to law, depose and say:

That at the outbreak of the recent war, on 8 December 1941, I was the Assistant Executive Officer of the Manila Port Terminal and as such I was handling all records pertaining to the unloading and delivery of merchandise at the Port of Manila, Philippines.

That about a week after the declaration of the war our operational activities were put under the direction and control of the Department Quartermaster, Philippine Department, United States Army. That the liaison officer between the United States Army and the Philippine Commonwealth was a certain Mr. Evans (whose first name I do not now remember) formerly of the Export Control, Bureau of Customs, Commonwealth of the Philippines. That we worked in conjunction with said Mr. Evans.

That to the best of my knowledge and recollection certain parts of the unloaded cargoes of the different vessels lying at anchor in the Manila harbor at the time had been requisitioned by the United States Army, particularly, medical, building and engineering supplies and equipment, and a large amount of foodstuffs. As a matter of fact, at times I had to ask or requisition trucks from the United States Army to expedite the delivery of the unloaded cargo to the different dumping areas of the United States Army.

That I particularly do not recollect the unloading of the M/S "Sea Witch" sometime between 5 and 17 December 1941, but in all likelihood all of its cargo must have been unloaded at Manila and subsequently taken over by the United States Army as stated elsewhere because the cargoes of most of the vessels lying at anchor and accommodated in the Manila harbor at that time were discharged and taken control of by the United States Army. However, I cannot make any definite statement as to the actual unloading and subsequent requisitioning by the United States Army of the cargo of the M/S "Sea Witch" because of the loss of our records and the length of time that had transpired from the alleged time of incident to the present time and also because of the numerous vessels then being unloaded. That all the papers, documents, and tally-out sheets received from the United States Army for cargoes of vessels unloaded at Manila were either lost or destroyed when the looting of the port area upon evacuation of Manila by the United States forces and the subsequent occupation by the Japanese forces took place.

That in my opinion Mr. Mariano Ativiado, Head Checker, American President Lines, may have direct personal knowledge of the unloading and requisitioning by the United States Army of subject vessel's cargo.

Further, deponent says not.

s/ Jose F. Castro
 v/ JOSE F. CASTRO
 Affiant

I certify that the foregoing statement was made by the party signing the same voluntarily before me this 28th day of July 1945 at the City of Manila, Philippines.

s/ Rogelio A. de Josa
 v/ ROGELIO A. DE JOSA
 Sr. Claims Investigator
 Claims Division, J.S.
 PHILLYCOB, AIC 707

A TRUE COPY:

B. E. McBride
 B. E. MCBRIDE
 Captain, JAGC
 Director, Claims Division

EXHIBIT _____

REPUBLIC OF THE PHILIPPINES)
) S.S.
 CITY OF MANILA)

A F F I D A V I T

I, LAZARO MACANAS, of legal age, married, Filipino citizen, and at present residing at 2481 N. Mison St., Sampaloc, Manila, Philippines, after having been first duly sworn according to law, depose and say:

That I make this statement of my own free will and accord, under no threat or fear of punishment and without inducement or promise of immunity or reward.

In December 1941 I was the Chief of the Checkers Division of the Manila Port Terminal Company, the Armatore contractor for the delivery of imported cargo to Manila importers and consignees under the supervision of the Bureau of Customs through the Wharfinger of said Bureau. That in such capacity I was in charge of the receiving of cargoes unloaded from ships at the piers in Manila and the delivery of the same to consignees or importers.

On or about 8 December 1941, the date of the sneak attack upon Pearl Harbor, the United States Army took control of the Fort Area compound and the piers therein. Guards, both civilians and soldiers, were posted by the military authorities at the Fort Area compound gates and in and around the compound. Anti-aircraft gun positions were established in the adjacent areas and atop the roof of Pier 7. Passes were required of all persons before they were allowed to enter the Fort Area compound. As a matter of fact I had a pass issued to me by the Office of the Quartermaster, U.S. Army, to enable me to enter the compound without difficulty. Trucks hired by commandeered by the U.S. Army were either marked with "U.S. ARMY" letters or stickers. That the merchandise unloaded from ships and stored in the shed of the Pier were scattered in the vacant lots between the Bureau of Customs and Manila Port Terminal Co. buildings inside the Fort Area Compound by order of military authorities in order to avert possible concentrated destruction by bombs from raiding Japanese planes.

That all records were either lost or destroyed and everything stated herein are entirely from memory. That about the middle part of December 1941 the United States Army began requisitioning or commandeering articles ranging from foodstuffs to machineries and medicines. That to the best of my recollection, the officers who took charge of the commandeering were Colonel E. Evans and Major Howard M. Cavender. Said officers were the ones who signed and issued receipts for the articles taken by the Army. I received said receipts and kept them in the files of the Manila Port Terminal Company, but the same were either lost or destroyed during the bombing of Fort Area by Japanese planes in December of 1941.

To the best of my recollection, the Army took such merchandise as automobiles, trucks, medical supplies and equipment, and all kinds of merchandise that could be utilized by the U. S. Army in the prosecution of the war. The U. S. Army, however, did not take textile and agricultural materials, bales of tobacco leaves, bales of old newspapers, and bales of newsprint. These articles were left in the Fort Area compound. Sometimes in the latter part of December 1941 when the remaining small Army and Naval forces were evacuated to Batasan or Corregidor, Major Evans permitted the employees of the Manila Terminal Co. to take some supplies that they needed, and the public seeing this, believed that the merchandise in the Fort Area compound were being given away; this started a looting stampede which continued up to the occupation of Manila by Japanese forces.

That at the time Pier 7 was bombed on or about 27 December 1941 no mere merchandise, with the exception of steel plates, were stored in the Pier 7 shed, the same having been previously transferred to the vacant lots as stated elsewhere in this statement.

That to the best of my memory, the importers and consignees were not able to receive their consignments due to the fact that there was a vehicular shortage because, most, if not all, trucks and automobiles were commandeered by the Army, and also because they could not gain entrance to the Port Area compound.

That I do not have any personal knowledge or recollection as to the disposition made of the cargo of the M/S "San Witch" which docked at Pier 7; however, in all likelihood its cargo or part of it might have been taken by the U. S. Army. I cannot be certain in this regard because of the lapse of time that has transpired from the date of incident to the present time.

Further, deponent saith not.

/s/ L. Macanas
/s/ LAZARO MACANAS
Affiant

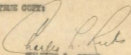
I hereby certify that the foregoing statement was made by the party signing the same voluntarily before me this 4th day of August 1948 in the City of Manila, Philippines.

/s/ Rogelio A. de Joya
/s/ ROGERIO A. DE JOYA
Sr. Claims Investigator
Claims Div., Judge Advocate Sec.
PCILCOM, APO 707.

CERTIFIED TRUE COPY:

/s/ B. E. MacBride
/s/ B. E. MacBRIDE
Captain, JAGC
Director, Claims Division

A CERTIFIED TRUE COPY:


CHARLES L. KIEBS
Major, JAGC
Director, Claims Division

REPUBLIC OF THE PHILIPPINES)
) SS
 CITY OF MANILA)

A F F I D A V I T

I, SIMON DAVID, of legal age, married, a Filipino citizen, and at present a resident of Manila, Philippines, after having been duly sworn according to law, depose and say:

That pursuant to the authority of the Commissioner of Customs, Republic of the Philippines, I make the following statement of my own free will and accord, under no threat or fear of punishment and without inducement or promise of immunity or reward.

That from 1935 to the present time, interrupted only by the Japanese occupation, I have been working as Wharfinger, Bureau of Customs, Republic of the Philippines, assigned to various piers in Manila. That in such capacity I supervise the preservation and security of cargoes unloaded from ships onto the piers by the ship's stevedores. That the word "Arrastre" means the division in charge of the delivery of the imported cargo to Manila importers and consignees under the supervision of the Bureau of Customs.

At the outbreak of the Pacific War, precisely on 8 December 1941, the date when Pearl Harbor was attacked, the United States Army took control of the Port Area compound and the piers situated therein. The U. S. Army posted guards at the Port Area compound gates and in and around the compound; it also installed anti-aircraft guns in the adjacent areas and on the roof of the shed of Pier 7 (now Pier 13). No person could enter Port Area without passes issued by military authorities in control of the Port Area compound. By the order of the military authorities, merchandise were moved or transferred from the piers to vacant lots between the Bureau of Customs and Manila Port Terminal Buildings inside the Port Area compound in order to prevent possible concentrated destruction by raiding planes.

To the best of my knowledge, about the middle of December 1941 the U.S. Army began requisitioning and/or commandeering merchandise unloaded from steamers and stored in the shed of Pier 7 and other piers. The officers who took charge of the commandeering of said merchandise, to the best of my memory, were Colonel E. Evans, whose whereabouts I do not know, and Major Howard M. Cavender, now dead. These officers signed receipts for the things taken by the Army and delivered said receipts to the head checker of the Manila Port Terminal Company, which company was the contractor for the Arrastre at the time. The head checker aforementioned was Mr. Lazaro Macanas who is at present employed by the Manila Port Terminal Company under the supervision of the Bureau of Customs, as represented by the Wharfinger of said Bureau.

That sometime in the middle part of December 1941 most of the cargo discharged at Pier 7 (now known as Pier 13) were commandeered by the U. S. Army. The goods commandeered by said Army consisted of canned goods, flour, fresh vegetables, automobiles, trucks, medicines and medical equipment, electrical supplies and equipment, other foodstuffs, and all sorts of merchandise that could be utilized by the U. S. Army in the prosecution of the War. The only things left by the U. S. Army were the stocks of textiles, agricultural materials, bales of raw cotton, Virginia tobacco leaves in bales, bales of old newspapers and bales of newsprint.

That on or about 27 December 1941 between 11:00 a.m. and 5:00 p.m. Pier 7 was bombed three times causing damage to the end of the pier and at the same time killing two anti-aircraft gunners. At that time no more cargo, with the exception of steel plates, were inside the pier shed, the same having been previously taken outside to prevent its destruction in the event that the pier was hit.

With respect to the cargo of any ship that had docked and was not discharged at Pier 7, I believe that the Customs Inspector on board the ship who was assigned and took charge of the same would remember the disposition of the cargo and would also be able to state whether or not the ship's holds were discharged of contents.

Regarding the cargo of the M/S "Sea Witch" which allegedly unloaded her cargo and which was allegedly requisitioned by the U. S. Army, I cannot make any statement in view of the lapse of time which have dimmed my memory and the lack of records, the same having been lost or destroyed. However, the Surveyor of the Port may know or may help the investigator to identify the inspector on board the M/S "Sea Witch" at that time.

Further, deponent sayeth not.

/s/ Simon David
/v/ SIMON DAVID
Affiant

I certify that the foregoing statement was made by the party signing the same voluntarily before me this 4th day of August, 1948 in the City of Manila, Philippines.

/s/ Rogelio A. de Joya
/v/ ROGERIO A. DE JOYA
Sr Claims Investigator
Claims Division, Judge Advocate
Section, PHILCOM, APO 707.

CERTIFIED TRUE COPY:



B. E. MacBRIDE
Captain, JAGD
Director, Claims Division

EXHIBIT _____

REPUBLIC OF THE PHILIPPINES)
) S.S.
 CITY OF MANILA)

A F F I D A V I T

I, ROGERIO A. DE JOYA, Senior Claims Investigator, Claims Division, Judge Advocate Section, PHILCOM, APO 707, married, Filipino citizen and a resident of Mandaluyong, Rizal, Philippines, after having been first duly sworn according to law, depose and say:

That upon the information of Capt. F. B. Neubauer, Port Captain of the Everett Steamship Corporation, 223 Desmarinas, Manila, Philippines, that the deckload lumber cargo of the SS "Capillo" in December 1941 on her voyage No. 6 West was ordered discharged by the U.S. Army on lighters belonging to the Luzon Stevedoring Company and then towed up the Pasig River to the Santa Mesa Slipway, I went to the Santa Mesa Slipway on 5 January 1949 to secure information as to the disposition and at whose instance the same was made of the lumber.

In the effort to secure the desired information the following known former personnel of the Santa Mesa Slipway were interviewed but neither of them could give the desired information: Mr. Leon Enriquez, Chief Clerk, and Mr. Manuel Pagulayan, assistant to the Shop Superintendent. The present general manager of the Santa Mesa Slipway, Mr. E. Eisele, was also interviewed but he could not give any information as he himself was not in the Philippines nor connected with the aforementioned concern before or during the war.

Col. E. H. Grimm, who might be able to give some information, is at present residing in the United States, address not specifically known to any of the personnel of the Santa Mesa Slipway.

Further, deponent says nothing.

s/ Rogerio A. de Joya
 t/ ROGERIO A. DE JOYA
 Affiant

Subscribed and sworn to before me this 6th day of January 1949 at Fort William McKinley, Philippines.

s/ Charles L. Ricks
 t/ CHARLES L. RICKS
 Captain, JAGD
 Director, Claims Division

CERTIFIED TRUE COPY:

Charles L. Ricks
 CHARLES L. RICKS
 Captain, JAGD
 Director, Claims Division

AFFIDAVIT

COPY

I, F. E. Neubauer, presently Marine Superintendent,
Everett Steamship Corporation, Manila, certify the following facts;

That at the outbreak of the recent war, I was Port Captain,
Everett Steamship Corporation, Manila, agent of the Messageries
Maritimes;

That I remember the S.S. "MARCHEAL JOFFRE" entered Manila Bay
about December 7, 1941 from Shanghai bound for Saigon;

That only a small amount of cargo was unloaded at the pier
before the ship was sent to anchorage in the bay off North Harbor;

That, at the anchorage, no more cargo was discharged except
passenger baggage;

That after about ten days, the U. S. Navy ordered the crew of
the S.S. "MARCHEAL JOFFRE" off the vessel and placed a U. S. Navy crew
aboard.

That the vessel then sailed from her anchorage for a destina-
tion unknown to me;

That I later saw members of the French crew of the S.S. "MARCHEAL
JOFFRE" as fellow internees at Santo Tomas, but they were apparently
released soon thereafter;

That I have no further knowledge of the subsequent fate of the
S.S. "MARCHEAL JOFFRE", her cargo, or her crew;

That all records or documents pertaining to this vessel's call
at Manila were lost or destroyed, and these statements were made from
memory.

F. E. Neubauer

I certify that the foregoing statement was made by the party
signing the same voluntarily before me this 23rd day of June, 1949
in the City of Manila, Philippines.

Roy Davis
ROY DAVIS
Claims Investigator
Adjustment Division
AGRD, PHILCOM, APO 900

EXHIBIT I

November 1, 1946

The Surveyor of the Port
(Thru the Deputy Surveyor of Customs
Incharge of Piers)
Manila Customhouse

S i r :

In compliance with your order relative to the attached request of Mr. Andres O. Hizon, Assistant Director, Bureau of Coast and Geodetic Survey, with regards to cargo stored in Pier 7 (now Pier 13) and Pier 5 (now Pier 9) on or about Dec. 9, 1941 as requested by Messrs. Bigham, Englar, Jones and Houston, 99 Jones St., New York, 7, U.S.A., representing Insurance representatives in New York wherein they stated that the information desired will not be used in any proceeding against the U.S. government and that they have no intention of bringing any such proceeding, I have to inform you to the best of my recollection of the following facts:

December 9, 1941

Pier 7 (now Pier 13) has a capacity of about 10,000 measurement tons of cargo, while Pier 5 (now Pier 9) has a capacity of about 4,000 measurement tons. They were on this date about 90% full, and the cargo stored herein was delivered mostly to their respective importers, leaving only a small percentage, such as local and foreign transit cargo. Delivery had to be rushed so that future arrivals with inward cargo may be accommodated as Christmas is coming.

Bombing Days

On December 24, 1941, Japanese bombers raided Port Area between 10:00 a.m. and 12:30 p.m. with the Piers and the vessels tied alongside as their target. One bomb hit the Quartermaster Laundry shop killing several persons. Another bomb dropped between the Customhouse annex and the Bureau of Printing, also killing several persons, among whom was an officer of the U.S. Coast and Geodetic Survey, while another bomb dropped near the corner of the Manila Port Terminal Building, facing then Pier 7, damaging the glass windows and doors of said building and those of the Manila Port Terminal Building killing one person. A shrapnel from the same bomb hit Harbor Policeman Cordere in the eye causing his death at the Philippine General Hospital of the following day. Three private automobiles which were parked near Gate No. 5 were totally damaged by fire.

December 27, 1941

Intense bombing was carried on by the Japanese and they came in waves of nine bombers each, totalling 27 bombers in all.

Pier 7 (now Pier 13) was hit as follows:

Between 10:00 a.m. and 11:00 a.m. this date one bomb hit the north end of the Pier, second floor, where A.A. gunners were located, killing two members of the crew instantly and damaging the end corner of the said Pier. Later a few minutes after 11:00 a.m. another bomb hit the south center of the Pier damaging the roof and the electrical apparatus which were completely paralyzed. At 3:20 p.m. another bomb hit the mess hall located at the North entrance of the Pier damaging it completely and smashing all glasses of windows on the north side of the Pier. There were no casualties registered and no cargo was damaged during this raid. Pier 5 (now Pier 9) received a direct hit at the entrance of the bulkhead causing fire to the cargo stored therein the damage calculated to be about 25% to 30% only. Another bomb hit the cutter Arayat then scored at the south side of the Pier 5 causing fire to the cutter and dislodging all the doors on that side of the pier.

The cargo of these were disposed as follows:

(1) Provisions such as milk, salmon, sardines, and other canned goods medical supplies, automobiles, trucks and other articles that may be used by the Army were commandeered by the U.S. Army.

(2) Said goods were delivered from the Piers and the Manila Port Terminal Warehouse direct to the U.S.Q.M. warehouse under provisional receipts signed by Q.M. officials. Copy of said receipts was furnished the Manila Port Terminal Company who were then the operators of the Arrastre Service.

(3) Most of the cargo were removed from the Piers proper to the open spaces located between the Customs Building and the Manila Terminal Building. Part of it was destroyed by fire of unknown origin on December 24, 1941.

(4) What was left of the cargo inside the Piers and in the open spaces was voluntarily given to the public before the Japanese occupied Manila to avoid its being used by the enemy.

Respectfully,

/s/ Simon David
Wharfinger, Pier #13

CERTIFIED TRUE COPY:

Charles L. Rice
CHARLES L. RICE
Captain, JAGD
Acting Director, Claims Division

REPUBLIC OF THE PHILIPPINES)
) SS.:
 CITY OF MANILA)

AFFIDAVIT

I, ALFREDO DE LEON, after being duly sworn, depose and say:

Customs inspectors and guards who, in the ordinary course of their duties regularly reported to me and were directly subordinate to me, and were under my orders, as Insular Collector of Customs at Manila, were on board continuously day and night every vessel which entered Manila during November and December, 1941, for the purpose of discharging cargo, and they remained on board throughout such discharge of cargo and until the vessel sailed, and it was part of their instructions and ordinary duties to report to me at once any unusual or important occurrence observed by them, and any bomb or fire damaging Pier 5 or Pier 7 would obviously be such an unusual occurrence which would have been reported at once to me. Nearly all of these Customs inspectors and guards are still in my employ as Insular Collector of Customs, and before signing this affidavit, I have therefore recently also received, checked and verified reports from them, in the ordinary course of their duties, with respect to the accuracy of the facts stated in this affidavit, and I know that their personal recollection and report of the facts agree with my own as stated in this affidavit. I have similarly received reports from, and have checked the facts with, the shufflers at Pier 5 and Pier 7 (now known as Piers 9 and 13, respectively), who were in November and December, 1941, and still are, in my employ as Insular Collector of Customs. I have also received reports from, and have similarly checked the accuracy of the said facts with the Manager of the Manila Port Terminal and with the Secretary and Pilots of the Manila Pilots Association.

Any smoke seen in the vicinity of Pier 5 or 7 on December 7th, 8th or other day prior to December 30, 1941, would necessarily be only from the stacks of vessels, most of which burn soft coal, or fuel oil, or from the smoke stacks of buildings having steam plants in the Manila Port area. There was certainly no flame of fire visible to anyone who was outside a vessel's fireroom or was in a street or outside such buildings.

No Japanese bombs dropped at any time in December, 1941, prior to December 25, 1941, Christmas Day, were incendiary bombs. The bombs dropped were shrapnel or explosive bombs. Neither Pier 5 nor Pier 7 has ever been burned or set on fire, excepting that on December 30 and 31, 1941, as hereinbefore stated, all overhead cranes and other machinery were burned when the shed was voluntarily set on fire in order to render it useless to the enemy.

I annex hereto, marked Exhibit "G" and make a part hereof, a photograph taken on November 20, 1946 showing that neither Pier 5 nor Pier 7 (now known as Piers 9 and 13 respectively), has ever been damaged by fire, excepting the voluntary fire damage to the shed and crane and machinery facilities on December 30 and 31, 1941, above-mentioned, and that the only damage ever sustained by them has been by shrapnel or explosive demolition bombs, causing damage by contact, concussion or explosion, or during the middle part of January 1945, the Japanese army dynamited Pier 13 and set afire Piers 5 and 9 and the bulkheads between the two named piers. I also annex hereto, marked Exhibit "G-2", another photograph taken since 1945 of Pier 13 (formerly Pier 7) showing the same facts as Exhibit "G".

I annex hereto, marked Exhibits "H-1", "H-2", and "H-3", and make a part hereof, three photographs of the Manila Port area, showing the piers and the Custom House, in which my office as Insular Collector of Customs was, and still is, located, and where I was present for many hours daily in November and December, 1941, and as the main floor of the Customs house and its main entrance were, and still are at the top of a high series of steps leading up from the street (Buella de San Francisco) it would have been impossible for me to enter or leave it

without obtaining a full and clear view of both pier 5 and pier 7. The pier with the dome or semi-circular arch and clock at the shore entrance is pier 7 (now known as Pier 13).

There was loading of cargo on or in the vicinity of any of the piers in Manila until January 1, 1942.

Many vessels, after entering Manila Bay in charge of a pilot of the Manila Pilots Association, customarily anchored, and still anchor, in Manila Bay outside the breakwater, and discharge their cargoes into lighters. By customs Guards and Inspectors were always on board such vessels after anchoring and until sailing. When hit by Japanese bombs on December 10, 1941, as hereinbefore stated, the steamer "Sagolax" and lighters alongside, and the tanker "Gertrude Kellogg" was lying at anchor in Manila Bay outside the breakwater. The "Sagolax" was sunk just outside the breakwater and about six hundred meters north of the north side of the narrow entrance or channel left through the breakwater, and her said position as a sunken wreck at that place is shown on the chart United States Coast and Geodetic Survey No. 4236 of Manila and Cavite Harbors, issued in the year 1946 by the United States Coast and Geodetic Survey, based on "Location of wrecks and bouys by Coast and Geodetic Survey June 1945." My customs Guard who was on board her when she was hit and sunk survived, and is still in my employ as a Customs Guard, and I annex hereto marked Exhibit "I", and make apart hereof his written report to me regarding her sinking and location.

The tanker "Gertrude Kellogg" on December 10, 1941, was not directly hit by a bomb but was hit and slightly damaged by shrapnel from a bomb. The bombs which hit the "Sagolax" and the "Gertrude Kellogg" were not incendiary bombs, but the bomb explosion on the "Sagolax" indirectly caused a fire to break out by causing gasoline or oil to ignite.

I personally saw pier 5 and pier 7 every day during November and December, 1941, and would have immediately noticed, and there would also have been officially reported to me in the ordinary course of business, any damage to either of them by bomb or fire at any time prior to the first bomb which, as hereinbefore stated, was an explosive or shrapnel bomb and fell in the middle of the street called Calle de San Francisco on December 24, 1941, the day before Christmas, and damaged the glass front and clock of the dome or arch at the shore entrance to pier 7, and also slightly damage the Manila Port Terminal Building which was on the opposite side of the street from the dome or entrance to pier 7.

The U.S. "Dartagnan", between 7 a.m. and midnight on November 24, 1941, and up to 6 a.m. on November 25, 1941, discharged her Manila cargo at pier 5, and sailed on November 25, 1941.

The U.S. "Tjibadok", between 1:45 p.m. and midnight on November 25, 1941, and on November 26, 1941 up to 4 a.m. on November 27, 1941, discharged her Manila cargo at pier 3, loaded new cargo, and sailed on November 27, 1941.

The U.S. "Bernardin de St. Pierre", between noon and midnight on November 27th and November 28th 1941, and up to 6 a.m. on November 29th, 1941, discharged her Manila cargo at pier 7, loaded new cargo, and sailed on November 29th, 1941.

The U.S. "Marechal Joffre", between 7:10 p.m., and midnight on December 7th, 1941, and up to 7 a.m. on December 8th, 1941, discharged her Manila cargo at pier 7, shifted on December 8, 1941, to Bay anchorage to load new cargo from lighters.

In November and December 1941, all vessels going to piers, or entering the main river, in Manila were required by law to take a pilot when entering Manila Bay for the purpose of anchoring outside the breakwater or inside the breakwater and of discharging cargo into lighters. The law further required that all vessels bringing cargo from foreign ports discharge their cargoes within the Customs district of Manila Port Area over which I had charge as Insular Collector of Customs. These requirements of law and of custom are still in effect.

The limits of Manila Bay are officially stated at page 126 of Volume 1 of the Coast Pilot Book or Sailing Directions, Third Edition 1939, issued by the United States Government in the year 1940, and other important information regarding Manila Bay and harbor and navigation and Customs requirements there which were still in effect in November and December, 1941, are stated in that Coast Pilot at pages 120 to 139 inclusive. I submit herewith, marked Exhibit "J", and take a part hereof a copy of the U. S. Coast Pilot, Philippine Islands, Part 1, Third Edition 1939, issued by the United States Government, Government Printing Office, Washington, in the year 1940, containing those pages 120 to 139 inclusive.

I annex hereto, marked Exhibit "K", and take a part hereof, data compiled by my direction from the issues of the morning daily newspaper, the Manila Bulletin, from December 8, 1941, to December 30, 1941, covering the entire period from the first Japanese air attack on Fort Stotsenburg and Clark Air Field on December 8, 1941, to the date December 30, 1941, in which further publication was suspended, because the enemy entered and occupied Manila on January 2, 1942.

The following sixty one vessels sailed from Manila after December 7, 1941, and before December 26, 1941, according to the Daily Record of Incoming and Outgoing Vessels of the Manila Pilots Association for December, 1941:

<u>Name of Vessel</u>	<u>Sailed</u>
Zamboanga	Dec. 9
President Grant	Dec. 9
Albat	Dec. 6
Bank Nati	Dec. 11
Alcane	Dec. 8
George G. Henry	Dec. 8
Big	Dec. 8
Leyte	Dec. 8
La Florcita	Dec. 8
Don Juan O	Dec. 8
Antonia	Dec. 8
Aim Ling	Dec. 8
Samar	Dec. 8
Talping	Dec. 8
Asahan	Dec. 8
Corregidor	Dec. 8
Mayon	Dec. 8
Los Hermanos	Dec. 9
Rescatague	Dec. 9
USS Peccos	Dec. 8
Palawan	Dec. 8
Kolanbugan	Dec. 8
M.S. de Guia	Dec. 19
Esteban San	Dec. 14
Schol II	Dec. 19
M.S. de la Luz	Dec. 19
Palawan	Dec. 14
Legaspi	Dec. 13
Vizcaya	Dec. 17
Antonia	Dec. 11
Kolanbugan	Dec. 10
Don Juan	Dec. 13
Patey	Dec. 10
M.S. del Carmen	Dec. 21
Abui	Dec. 12
Albat	Dec. 25
George G. Henry	Dec. 14
Sea Witch	Dec. 12
La Florcita	Dec. 13
Cape Fireweather	Dec. 14
Sea Witch	Dec. 13
Asahan	Dec. 14

<u>Name of Vessel</u>	<u>Dated</u>
Ich Jose	Dec. 14
Kolonbug-n	Dec. 21
Sea Witch	Dec. 14
Funny	Dec. 16
Sea Witch	Dec. 17
Don Jose	Dec. 26
Carman	Dec. 23
Cape Fairweather	Dec. 16
Ronblon	Dec. 17
Falawan	Dec. 24
Leyte	Dec. 18
Senar	Dec. 19
Seistan	Dec. 23
Antonia	Dec. 20
Ronblon	Dec. 21
Funny	Dec. 21
Yusang	Dec. 23
Wigo	Dec. 24
Falawan	Dec. 25

Although they are not shown in the Pilots Daily Record, I recall that the American tender and the Marshal Joffre sailed from Manila on December 16, 1941, one week before Christmas, and later arrived at Agency, and that the Ruth Alexander sailed from Manila on December 28, 1941, three days after Christmas.

The entries or symbols appearing in column five of the Daily Record of Incoming and Outgoing Vessels of the Manila Pilots Association mean as follows:

<u>Symbol</u>	<u>Means in Spanish</u>	<u>Means in English</u>
E	Entrada	Entered
S	Salida	Sailed
P	Pier	Pier
B	Bahia (of Manila) Bay	
F	Fondeado	Anchored

The large numbers following the symbols E and S refer to the draft of the vessels. This is used with respect to inter-island boats and others which do not anchor or go to pier but discharge on the water-front quays or Pasig River bank bulkheads.

The small numbers following and slightly below the level of the letter "P" refer to the number of the pier.

The fraction or figure "1/2" means that, as the vessel is merely being shifted from one place to another in the harbor, only one-half pilotage fee is charged.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Bureau of Customs this 10th day of June, 1947, in the City of Manila, Philippines.

s/Alfredo de Leon
 Insular Collector of Customs
 Republic of the Philippines
 Declarant

subscribed and sworn to before me this 10th day of June 1947.

CERTIFIED TRUE COPY:

B. E. MacBride
 B. E. MacBRIDE
 Captain, JAGC

Director, Claims Division

s/Isaac S. Jeco
 Special Deputy Collector of Customs
 Empowered to administer oath under
 the provisions of Sec. 1147 of the
 Revised Administrative Code

REPUBLIC OF THE PHILIPPINES)
) SE.:
 CITY OF MANILA)

AFFIDAVIT

I, ALFREDO DE LEON, after being duly sworn, depose and say:

On my instructions, and under my personal supervision, I have had a thorough and careful examination, compilation, and summary made of the entries in the Daily Record Book of Incoming and Outgoing Vessels of the Manila Pilots Association for November and December, 1941, and I annex hereto, marked Exhibit "A", and make a part hereof, such compilation, summary or copying, consisting of nineteen typewritten pages or sheets. My recollection, as so refreshed, corresponds with said Daily Record and with said compilation or summary.

I also annex hereto and make a part hereof, marked Exhibit "B" photographic copies, duly certified and sworn to by Emilio Abundo, Chief Accountant, of the material pages of the Manila Bulletin for December 11, 15, 25 and 27, 1941, which correspond generally with my own recollection of the facts. The Manila Bulletin was, and still is, a leading newspaper, of general circulation, in the City of Manila.

I also annex hereto and make a part hereof, marked Exhibit "C", photographic copies of pages 210 to 237, inclusive, of the Daily Record Book of Incoming and Outgoing Vessels of the Manila Pilots Association containing all entries from November 1, 1941, to December 27, 1941, inclusive, from which the said compilation or summary, marked Exhibit "A", was prepared.

I also annex hereto and make a part hereof, marked Exhibit "D", pages 7, 33, 34, and 35 of the 1939 edition of "The Port of Manila" Year Book published under official Government direction, by the Manila Arrastre Service, Bureau of Customs, Manila. In 1939, I was Insular Deputy Collector of Customs at Manila.

I also annex hereto and make a part hereof, marked Exhibit "E", a chart of the City of Manila corrected to November 30, 1941. There was no change or correction necessary or made in that chart before December 25, 1941.

No bomb was dropped on or damaged any of the piers or vessels or cargoes at the piers in the Manila Port Area until on December 24, 1941, the day before Christmas, the Japanese dropped a bomb in the middle of the street (Muelle de San Francisco) between Pier 7 (now known as Pier 13) and the Manila Port Terminal Building, and damaged the glass front of Pier 7, including the big clock at the face of the dome, and also slightly damaged the Manila Port Terminal Building.

Practically all vessels in the Manila Port Area continued loading or discharging cargoes at Piers 3, 5 and 7 (now known as Piers 5, 9 and 13) and in the stream, up to December 24, 1941, but at less than normal rate due to congestion at the piers because of lack of sufficient trucks to haul away promptly the discharged cargoes. Some of the cargoes were requisitioned by the United States Army after they had been discharged.

On December 10, 1941, the Sagoland and lighters alongside her, and the tanker Gertrude Kellogg, all of which were riding at anchor in the stream or Bay, were hit by bombs but no damage was done to any

EXHIBIT _____

-2-

of the piers or to cargoes on the piers or to vessels alongside the piers, or to any other vessels or cargoes.

On December 14, 1941, bombs were dropped in the open water in Manila Bay but failed to hit anything.

On December 25, 1941, Christmas Day, in an attempt to prevent bombing of the City, Manila was declared an open city, and the small Army and Navy forces evacuated to Corregidor and Bataan.

Between December 24 and 28, 1941, bombs evidently intended for Pier 7 (now known as Pier 13) were dropped and caused the middle part of the shed roof of Pier 7 to bend down to about eight feet above the pier deck. Several holes were caused by bombs dropped on the deck. A bomb damaged the bridge on the northern side of the pier, and caused the support of the shed side to crack, and thus rendered the bridge unsafe for a heavy load.

Between December 30 and 31, 1941, all overhead cranes and other machinery on Pier 7 were burned when the shed was set on fire in order to render it useless to the enemy, whose army was approaching by land. Prior to this voluntary setting on fire on December 30th, there had been no damage by fire on any of the piers or on any of the vessels alongside the piers.

The enemy invaded and occupied Manila on January 2, 1942.

I also annex hereto and make a part hereof, marked Exhibit "F", a photograph of Pier 7 (now known as Pier 13) which has been cut from page 60 of the Intermediate Geography book used in the public schools of the Philippines, and a photograph on the reverse side showing inter-island steamers discharging and loading cargo on some of the Pasig River bank bulkheads in Manila.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Bureau of Customs, this 6th day of June, 1947, in the City of Manila, Philippines.

/s/ Alfredo de Leon
Insular Collector of Customs
Republic of the Philippines
Declarant

Subscribed and sworn to before me this 6th day of June, 1947.

/s/ Isaac Sayoc
Special Deputy Collector of Customs
Empowered to administer oath under
the provisions of Sec. 1147 of the
Revised Administrative Code

(SEAL)

CERTIFIED TRUE COPY OF CARBON COPY:

/s/ Rogerie A. De Joya
/t/ ROGERIO A. DE JOYA
Sr Claims Investigator
Claims Division, Judge Advocate Section
PHILRYCOM

CERTIFIED TRUE COPY:

B. E. MacBRIDE
Captain, JAGD
Director, Claims Division

After having duly sworn, I depose as follows:

I have carefully read the foregoing affidavit of Alfredo de Leon and Exhibits annexed thereto, and the facts stated therein are in accordance with my own personal knowledge and recollection of the facts.

Dated: June 9, 1947.

/s/ S. David

Subscribed and sworn to before me this 9th day of June, 1947.

(SEAL)

/s/ Isaac Savoc

After being duly sworn, I depose as follows:

I have carefully read the foregoing affidavit of Alfredo de Leon and Exhibits annexed thereto, and the facts stated therein are in accordance with my own personal knowledge and recollection of the facts.

Dated: June 9, 1947

/s/ Julian Areco

Subscribed and sworn to before me this 9th day of June, 1947

(SEAL)

/s/ Isaac Savoc

After being duly sworn, I depose as follows:

I have carefully read the foregoing affidavit of Alfredo de Leon and Exhibits annexed thereto, and the facts stated therein are in accordance with my own personal knowledge and recollection of the facts.

Dated: June 9, 1947.

/s/ M. P. Gannon

Subscribed and sworn to before me this 9th day of June, 1947.

(SEAL)

/s/ Isaac Savoc

CERTIFIED COPY OF CARBON COPY:

/s/ Rogerie A. de Joya
/s/ ROGERIO A. DE JOYA
Sr Claims Investigator
Claims Div, Judge Advocate Sec
PHILRYCOH

CERTIFIED TRUE COPY:

B. E. McBRIDE
B. E. McBRIDE
Captain, JAGC
Director, Claims Division

EXHIBIT _____

EXHIBIT "A"

THE DAILY RECORD OF INCOMING AND OUT-
 GOING VESSELS OF THE MANILA PILOTS
 ASSOCIATION FOR NOVEMBER AND DECEMBER,
 1941, SHOWS THE FOLLOWING FACTS:

The D'Artagnan, in charge of Pilot No. 3, Juan Acayan, arrived and anchored at Manila on November 23, 1941, and moored at Pier 5, Manila, on November 24, 1941, and sailed from Manila on November 25, 1941.

The Tiibadak, in charge of Pilot No. 3, Juan Acayan, arrived and moored at Pier 3, Manila, on November 25, 1941, and sailed from Manila on November 27, 1941.

The Bernardin de St. Pierre, in charge of Pilot No. 6, Martin Sagarbaric, arrived and moored at Pier 5, Manila, on November 27, 1941, and sailed from Manila on November 29, 1941.

The Marschal Joffre, in charge of Pilot No. 3, Juan Acayan, arrived and moored at Pier 7, Manila, on December 7, 1941, and shifted from Pier 7 to anchorage on December 8, 1941.

D'Artagnan: November 2, EBP₅ Entered and moored at Pier 5
 " 4, SP₅ Sailed
 " 23, EBP₅ Entered and anchored
 " 24, 1/2 FP₅ Shifted from anchorage to Pier 5
 " 24, 1/2 P₅ Shifted from Pier 5 to anchorage
 " 25, SP₅ Sailed

Tiibadak: November 1, EBP₅ Entered and moored at Pier 5
 " 2, SP_{5B} Sailed
 " 25, EBP₃ Entered and moored at Pier 3
 " 27, SP_{3B} Sailed

Bernardin de St. Pierre:

November 27, EBP₅ Entered and moored at Pier 5
 " 29, SP_{5B} Sailed

Marschal Joffre:

November 22, EBP₅ Entered and moored at Pier 7
 " 23, SP_{7B} Sailed
 December 7, EBP₇ Entered and moored at Pier 7
 " 8, 1/2 P_{7F} Shifted from Pier 7 to anchorage.

SUMMARY OF FACTS SHOWN BY THE DAILY
RECORD OF INCOMING AND OUTGOING VES-
SELS OF THE MANILA PILOTS ASSOCIA-
TION FOR NOVEMBER AND DECEMBER, 1941

THE VESSELS WHICH WERE MOORED AT PIERS IN MANILA ON
DECEMBER 8, 1941, MANILA TIME, WERE AS FOLLOWS:

Moored at Pier 1 on December 8, 1941:

USS Liberty, entered and moored at Pier 1 on November 11

La Toucha, moored at Pier 1, November 28

Moored at Pier 3 on December 8, 1941:

George G. Henry, entered and moored at Pier 3 on December 5

Cape Fairweather, entered and moored at Pier 3 on December 4

Moored at Pier 5 on December 8, 1941:

American Leader, entered and moored at Pier 5 on December 5

Taiping, entered and moored at Pier 5 on December 7

Moored at Pier 7 on December 8, 1941:

USS Portland, entered and moored at Pier 7 on November 12

Si Kiang, entered and moored at Pier 7 on December 2

President Grant, entered and moored at Pier 7 on December 4;
sailed December 9

Marechal Jeffre, entered and moored at Pier 7 on December 7;
moved from Pier 7 to Anchorage on December 8

USS Fecos, entered and moored at Pier 7 on December 8;
sailed 4 p.m. December 8

Dona Nati, entered and moored at Pier 7 on December 4;
sailed December 11

The vessels which on December 8, 1941, were at anchor in Manila Bay, either in the anchorages outside the breakwater or in the anchorages inside the breakwater, were as follows:

<u>Name of Vessel</u>	<u>Entered</u>
Susana	Nov. 5
Store Nordiske	Nov. 7 (12)
Beaconlight	Nov. 10
Besholt	Nov. 14
American Packer	Nov. 14 (EBF ₇)
	Nov. 18 (1/2 P ₇ P)
Florence D	Nov. 19
Coast Shipper Banker	Nov. 19
Perida	Nov. 21
La Touche	Nov. 24
Mobilfuel (small oil tanker)	Nov. 24
Warrior	Nov. 25
Coast Banker	Nov. 25
Pan Sakhia Gothia	Nov. 25
Cornesville	Nov. 25
Gertrude Kellogg (oil tanker)	Nov. 27
St. Vincent de Paul	Nov. 30
Dona Aurora	Dec. 2
Sagoland	Dec. 2
Colombia	Dec. 2
John Lykes	Dec. 4
Paz	Dec. 6
Shiny	Dec. 7

(Note: Deponent does not recall how many of the foregoing, in addition to the Mobilfuel and the Gertrude Kellogg, were oil tankships. Lloyds Register for the year 1941 would probably show which were oil tankships and which were dry cargo ships. Some of the vessels in the foregoing list of vessels at anchor on December 8, 1941, were small inter-island boats).

At 2 a.m., December 8, 1941, Manila Time, that is, 8 a.m. December 7, 1941, Honolulu Time, (when the Japanese attacked Pearl Harbor), the following vessels were in Manila:

<u>Entered</u>	<u>Name of Vessel</u>	<u>Sailed</u>
Nov. 5, 1941	Susana	EBF (at anchor)
	Pt. Stna. Trinidad	E ₃ (9-foot draft small inter-island boat; discharged its cargo on the Pasig River Bank bulkhead or the waterfront quays)
Nov. 7 (12)	Store Nordiske	EBF (at anchor)
Nov. 10	Beaconlight	EBF (at anchor)
Nov. 11	U.S.S. Liberty	EBF ₁ (moored at Pier 1)
Nov. 12	U.S.S. Portland	EBF ₇ (moored at Pier 7)
Nov. 14	American Packer	EBF ₇ (moored at Pier 7)

<u>Entered</u>	<u>Name of Vessel</u>		<u>Sailed</u>
Nov. 14	Besholt	EBF (at anchor)	
Nov. 17	Pt. Honorio Edie	(10-foot draft small inter-island boat; discharged cargo on the river bank bulkhead or the waterfront quays)	
Nov. 19	Florencia D.	EBF (at anchor)	
Nov. 20	Coast Shipper	EBF (at anchor)	
Nov. 21	Perida	EBF (at anchor)	
Nov. 24	La Touche	EBF (at anchor); Nov. 24 BF ₁ (moored at Pier 1)	
Nov. 24	Mobilfuel	EBF (at anchor)	
Nov. 25	Warrior	EBF (at anchor)	
Nov. 25	Fan Galhia	EBF (at anchor)	
Nov. 25	Coast Banker	EBF (at anchor)	
Nov. 25	Cornecville	EBF (at anchor)	
Nov. 26	Basilan	E 19.5 (19.5-foot draft boat, discharged on the waterfront quays)	
Nov. 27	Gertrude Kellogg	EBF (at anchor)	
Nov. 30	St. Vincent de Paul	EBF (at anchor)	
Dec. 2	Dona Aurora	EBF (at anchor)	
Dec. 2	Sagoland	EBF (at anchor)	
Dec. 2	Colombia	EBF (at anchor)	
Dec. 2	Si Kiang	EBF ₇ (moored at Pier 7)	
Dec. 4	President Grant	EBF ₇ (moored at Pier 7)	Dec. 9
Dec. 4	Alabat	E 12+1/2 (12+1/2-foot draft inter-island boat; discharged on the river bank bulkhead on waterfront quays)	Dec. 8
Dec. 4	Dona Mati	EBF ₇ (moored at Pier 7)	Dec. 11
Dec. 4	Cape Fairweather	EBF ₃ (moored at Pier 3)	
Dec. 4	John Lykes	EBF (at anchor)	
Dec. 5	John Lykes	1/2 PF7 (moved to mooring at Pier 7)	
Dec. 6	John Lykes	1/2 P ₇ F (moved back from Pier 7 to anchorage)	
Dec. 4	Elcano	E 14 (14-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 8
Dec. 5	American Leader	EBF ₅ (moored at Pier 5)	Dec. 8
Dec. 5	George C. Henry	EBF ₃ (moored at Pier 3)	Dec. 8
Dec. 5	Naga	E 12 (12-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 8
Dec. 6	Leyte	E 13.9 (13.9-foot inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 8
	La Florecita	E 9 (9-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 8
	Pas	EBF (at anchor)	Dec. 8
	Don Juan O	E 16 (16-foot draft inter-island boat; discharged on waterfront quays)	Dec. 8

<u>Entered</u>	<u>Name of Vessel</u>		<u>Sailed</u>
Dec. 6	Antonia	E 10 (10-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 8
Dec. 6	Kim Ling	E 10-1/2 (10-1/2-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 8
Dec. 6	Sanal	EL7 (17-foot draft inter-island boat; discharged on the waterfront quays)	Dec. 8
Dec. 7	Taiping	EBP5 (moored at Pier 5)	Dec. 8
Dec. 7	Rebblon	E 9 (9-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 8
Dec. 7	Shiny	EBF (at anchor)	
Dec. 7	Corrogidor	E 15+1/2 (15-1/2-foot draft inter-island boat, discharged on river bank bulkhead or waterfront quays)	Dec. 8
Dec. 7	Mayon	E-15 (15-foot draft boat discharged on river bank bulkhead or waterfront quays)	Dec. 8
Dec. 7	Marechal Jeffre	EBP7 (moored at Pier 7)	
Dec. 7	Dos Hermanos	E 13 (13-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 8
Dec. 7	Fiscataqua	E 9 (9-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 9
Dec. 8	U.S.S. Pecos	EBP7 (moored at Pier 7)	Dec. 8
Dec. 8	Palawan EL2.4	(12.4-foot draft interisland boat; discharged on river bank bulkhead or waterfront quays)	Dec. 8
Dec. 8	Kalambugan	E 13 (13-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 8

VESSELS WHICH MOORED AT PIERS IN MANILA AFTER
DECEMBER 8, 1941, MANILA TIME, WERE AS FOLLOWS:

Moored at Pier 1 after December 8, 1941:

Don Esteban, entered and moored at Pier 1 on December 9.

Fanny, entered and moored at Pier 1 on December 24.

Moored at Pier 3 after December 8, 1941:

Cape Fairweather, entered and moored at Pier 3 on December 13;
sailed December 14.

Cape Fairweather, entered and moored at Pier 3 on December 15;
sailed December 18.

Seistan, entered and moored at Pier 3 on December 19;
sailed December 23.

Moored at Pier 5 after December 8, 1941:

Kniping, entered and moored at Pier 5 on December 19.

Yusang, entered and moored at Pier 5 on December 21;
sailed December 23.

Moored at Pier 7 after December 8, 1941:

Ruth Alexander, entered and moored at Pier 7 on
December 9.

Ruth Alexander, entered and moored at Pier 7 at
9-10 a.m. on December 18; moved from Pier
7 to anchorage at 1 p.m. on Dec. 18; moved
back from anchorage to Pier 7 at 4 p.m. on
December 18; and moved to anchorage on December 25.

MOORED at Pier 7 after December 8, 1941:

President Grant, entered and moored at Pier 7
on December 10.

Anhui, entered and moored at Pier 7 on December 11.

Anshan, entered and moored at Pier 7 on December 11.

George G. Henry, entered and moored at Pier 7 on December 12.

Sea Witch, entered and moored at Pier 7 on December 12;
sailed December 12.

Sea Witch, entered and moored at Pier 7 on December 13;
sailed December 13.

Sea Witch, entered and moored at Pier 7 on December 14;
sailed December 14.

Sea Witch, entered and moored at Pier 7 on December 15;
sailed December 17.

Don Jose, entered and moored at Pier 7 on December 13;
sailed December 14.

Don Jose, entered and moored at Pier 7 on December 15;
sailed December 26.

The vessels which entered and anchored in the various anchorages
in Manila Bay after December 8, 1941, were as follows:

<u>Name of Vessel</u>	<u>Entered</u>
Capillo	December 18

The following vessels entered Manila after December 8, 1941:

<u>Entered</u>	<u>Name of Vessel</u>		<u>Sailed</u>
Dec. 9	N. S. de Guia	E12 (12-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 19
Dec. 9	Don Esteban	EBP ₇ (moored at Pier 1)	
Dec. 9	Esteban Rin	EB (8-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 14
Dec. 9	Ruth Alexander	EBP ₇ (moored at Pier 7)	
Dec. 9	Bohol II	E10 (10-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 19
Dec. 9	N. S. de la Paz	E ₉ (9-foot draft inter-island boat discharged on river bank bulkhead or waterfront quays)	Dec. 19
Dec. 9	Bicol	E11 (11-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 19
Dec. 9	Aloha	E7-1/2 (7-1/2-foot draft inter-island boat; discharged on bank bulkhead or waterfront quays)	
Dec. 9	Palawan	E12.4 (12.4-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 14
Dec. 10	Legaspi	E12 (12-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 13
Dec. 10	Viscaya	E12-1/2 (12-1/2-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 17
Dec. 10	President Grant	EBP ₇ (moored at Pier 7)	
Dec. 10	Antonia	E ₉ (9-foot draft inter-island boat discharged on riverbank bulkhead or waterfront quays)	Dec. 11
Dec. 10	Kolanbugan	E12 (12-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 10
Dec. 10	Don Juan O	E12 (12-foot draft inter-island boat; discharged on river bank)	
Dec. 10	Des Hermanos	E12 (12-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 10
Dec. 10	Panay	E16.3 (16.3-foot draft inter-island boat; discharged on waterfront quays)	Dec. 21
Dec. 10	N. S. del Carmen	E11-1/2 (11-1/2-foot draft inter-island boat discharged on river bank bulkhead or waterfront quays)	
Dec. 11	Anhui	EBP ₇ (moored at Pier 7)	Dec. 12
Dec. 11	Anshan	EBP ₇ (moored at Pier 7)	
Dec. 11	Mandan	E16 (16-foot draft inter-island boat; discharged on the waterfront quays).	

<u>Entered</u>	<u>Name of Vessel</u>		<u>Sailed</u>
Dec. 11	Albat	E10 (10-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 25
Dec. 12	George G Henry	EBF ₇ (moored at Pier 7)	Dec. 14
Dec. 12	Sea Witch	EBF ₇ (moored at Pier 7)	Dec. 12
Dec. 12	Magallanes	E17 (17-foot draft boat; discharged on waterfront quays)	
Dec. 13	La Florencia	E ₇ (7-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 13
Dec. 13	Cape Fairweather	EBF ₃ (moored at Pier 3)	Dec. 14
Dec. 13	Sea Witch	EBF ₇ (moored at Pier 7)	Dec. 13
Dec. 13	Anshan	E14 (14-foot draft inter-island boat discharged on river bank bulkhead or waterfront quays)	
Dec. 13	Don Jose	EBF ₇ (moored at Pier 7)	Dec. 14
Dec. 13	Kolanbugon	E12 (12-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 16
Dec. 14	Sea Witch	EBF ₇ (moored at Pier 7)	Dec. 14
Dec. 15	Fanny	E15 (15-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 16
Dec. 15	Sea Witch	EBF ₇ (moored at Pier 7)	Dec. 17
Dec. 15	Don Jose	EBF ₇ (moored at Pier 7)	Dec. 26
Dec. 15	Carson	E15-1/2 (15-1/2-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 23
Dec. 15	Cape Fairweather	EBF ₃ (moored at Pier 3)	Dec. 18
Dec. 16	Romblon	E ₉ (9-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 17
Dec. 16	Palawan	E10 (10-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 24
Dec. 17	Leyte	E14-1/2 (14-1/2-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 18
Dec. 18	Sta. Teresita	E ₉ (9-foot draft inter-island boat discharged on river bank bulkhead or waterfront quays)	Dec. 24
Dec. 18	Capillo	EBF (at anchor)	
Dec. 18	Ruth Alexander	EBF ₇ (moored at Pier 7)	
Dec. 18	Samal	E14.7 (14.7-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 19
Dec. 18	Bisayas	E17 (17-foot draft boat; discharged on waterfront quays)	
Dec. 18	Taurus	E17 (17-foot draft boat; discharged on waterfront quays)	
Dec. 19	Scistan	EBF ₃ (moored at Pier 3)	Dec. 23
Dec. 19	Antonia	E8 (8-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	

<u>Entered</u>	<u>Name of Vessel</u>		<u>Sailed</u>
Dec. 20	Ronblon	E ₉ (9-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	
Dec. 20	Panay	E14-1/2 (14-1/2-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 21
Dec. 21	Yusang	EBF ₅ (moored at Pier 5)	Dec. 21
Dec. 22			
Dec. 23			
Dec. 24	Mactan	E14 (14-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	
Dec. 24	Naga	E ₉ (9-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 24
Dec. 24	Panay	EBF ₁ (Moored at Pier 1)	
Dec. 25	Palawan	E ₁₀ (10-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 25
Dec. 25	Ronblon	E ₉ (9-foot draft inter-island boat; discharged on river bank bulkhead or waterfront quays)	Dec. 27
Dec. 27	USAT Gen. John McHyde	E ₁₀ (10-foot draft inter-island Army Transport; discharged on river bank bulkhead or waterfront quays or at Government Pier 1)	

(Note: The vessels listed above as at anchor would discharge their cargoes into lighters or barges which would in turn be discharged on the quays extending along the waterfront, or on top of the cargo bulkheads which run a long distance along both banks or sides of the Pasig River and on which the inter-island boats also discharge and load their cargoes. The consignees' motor trucks on the various roadways along the waterfront quays and river bank bulkheads then load the cargoes and take them away. Shippers then in some cases load the emptied lighters with a new cargo to be taken to and loaded on the vessel.)

THE FOLLOWING ARE THE ENTRIES REGARDING VESSELS ENTERING OR
SAILING FROM MANILA BETWEEN NOVEMBER 1, 1941 AND DECEMBER 27, 1941.

Sailed

Nov. 1	M.S. del Rosario Aaga Leyte Verzas Smsl Gov. Wright Carmen
Nov. 2	neguis Legner J. Lin Luzon Sto. Domingo Luzon Marinduque Albut Maguilanes Argas
Nov. 3	L. Touche Alch. L. Florencia Don Isidro M.S. del Carmen
Nov. 5	Fortuna Mindanao
Nov. 7	Pt. Stn. Trinidad

<u>Entered</u>	<u>Name of Vessel</u>	<u>Sailed</u>
Nov. 1	Perla Tjibecak Antonio D'Artagnan	Nov. 4 Nov. 2 Nov. 4 Nov. 4
Nov. 2	Mayon Corregidor Anakan Montanes Sta. Teresita Bessie Ann Kolobugan	Nov. 4 Nov. 4 Nov. 5 Nov. 6 Nov. 4 Nov. 6 Nov. 4
Nov. 3	Faloman nonblon Behol II Leconte de Lisle Cetus A.S. Cult Itz Behol A.S. de Guia	Nov. 5 Nov. 3 Nov. 6 Nov. 5 Nov. 5 Nov. 6 Nov. 6 Nov. 6
Nov. 4	Vizaya Lim Ling Ira. Van Buren Ventura Don Juan O Esteban Adn	Nov. 5 Nov. 6 Nov. 4 Nov. 7 Nov. 8 Nov. 7

<u>Entered</u>	<u>Name of Vessel</u>	<u>Sailed</u>
Nov. 5	Romblon	Nov. 5
	Talisman F ₅	Nov. 9
	Elesno	Nov. 10
	Susana	Nov. 7
	N.S. del Rosario	Nov. 8
	Fancy Pt. Stn. Trinidad	Nov. 7
Nov. 6	adm Williams	Nov. 12
	Verna	Nov. 8
	Lopus	Nov. 9
	Los Hermanos	Nov. 9
	Bicol	Nov. 8
	Mauban	Nov. 11
	Governor Wright	Nov. 8 (S10) Nov. 15 (S9- $\frac{1}{2}$)
Nov. 7	Store Nordiska	
	Cebu	Nov. 9
	La Floracita Leyte	Nov. 9
Nov. 8	USI Trinity	Nov. 9
	Alabit	Nov. 12
	M. Firsirotu	Nov. 12
	Haugh Silverland	Nov. 9
	Antonia	Nov. 12
	Anba Sto. Loringo	Nov. 10 Nov. 11
Nov. 9	Mayon	Nov. 11
	Corregidor	Nov. 11
	Romblon	Nov. 12
	Carmen	Nov. 12
	Augustine	Nov. 14
	Sto. Teresita	Nov. 11
	Kalanbugan	Nov. 12
	Don Isidro	Nov. 10
	Lagillanes	Nov. 13
Nov. 10	President Van Buren	Nov. 14
	Benden light	
	Faluwan	Nov. 12
	Cetus	Nov. 12
	Vincaya Kaga	Nov. 12 Nov. 14
Nov. 11	Hakone Maru	Nov. 13
	N.S. de Guis	Nov. 13
	USI Liberty	
	Bohol II	Nov. 13
	Mauban	Nov. 14
	N.S. de la Paz	Nov. 13
	Kim Ling	Nov. 13
	La Touche	Nov. 15

<u>Entered</u>	<u>Name of Vessel</u>	<u>Sailed</u>
Nov. 12	Basilan U.S.S. Fortlane Store Nordiska Legazpi Regulus Perla Fanny Flulred A. S. del Rosario Comp. de Filipinas Samal Alchi	Nov. 14 Nov. 14 Nov. 16 Nov. 15 Nov. 14 Nov. 14 Nov. 15 Nov. 15 Nov. 15 Nov. 15
Nov. 13	Venus Lotanea Luzon	Nov. 15 Nov. 15 Nov. 16
Nov. 14	Lamao Cruiser Prince Robert Luz American Lucker (EB-7) Leyte Bosholt Biecl	Nov. 16 Nov. 14 Nov. 14 Nov. 18 (EB-7) Nov. 15
Nov. 15	Don Isidro Ventura Dos Hermanos	Nov. 17 Nov. 20 Nov. 20
Nov. 16	Coast Shipper Bonblon Nonsuco Corregidor Mayon Florence L. Kim Ling	Nov. 18 Nov. 18 Nov. 21 Nov. 18 Nov. 18 Nov. 19 Nov. 18
Nov. 16	Don Juan O Fortuna	Nov. 22 Nov. 20
Nov. 17	Palawan Kolumbugan Antonio Tjisidano Schol II Luna Aurora A.S. de Luzon ape Albat President Harrison Visaya St. Honorio Este	Nov. 19 Nov. 18 Nov. 18 Nov. 18 Nov. 21 Nov. 18 Nov. 18 Nov. 19 Nov. 21 Nov. 18 Nov. 19
Nov. 18	A.S. de Guis Sto. Domingo Marinduque	Nov. 20 Nov. 20 Nov. 20
Nov. 19	Eleano Fanny Coast Banker Cetus	Nov. 21 Nov. 21 Nov. 23 Nov. 22

<u>Entered</u>	<u>Name of Vessel</u>	<u>Date</u>
Nov. 19	A.S. de la Luz	Nov. 20
	A. S. del Rosario	Nov. 22
	Esteban Rin	Nov. 21
	Carmen	Nov. 23
	Bohol	Nov. 21
Nov. 20	Florence I.	
	Sta. Trinidad	
	Pleasantville	Nov. 24
	President Coolidge	Nov. 27
	U.S.T. Hugh Scott	Nov. 27
	Venus	Nov. 22
	USS Latisville	Nov. 24
	Sta. Yeresita	Nov. 22
	Asana Kuru	Nov. 21
	Governor Wright	Nov. 22
	Coast Shipper	
Magallanes	Nov. 23	
Lepus	Nov. 23	
Nov. 21	Eng. List. Prince Robert	Nov. 21
	Perida	
	Obant	Nov. 21
	La Florcita	Nov. 24
	Marina Cole	Nov. 25
	Kauban	Nov. 27
Nov. 22	Amakan	Nov. 24
	Cebu	Nov. 24
	Acllere	Nov. 24
	Archel Jeffre	Nov. 23
	Fathometer	Nov. 12
	Perla	Nov. 25
	Bessie Rin	Nov. 25
	A. S. del Carmen	Nov. 26
	Sinar	Nov. 24
	Leyte	Nov. 25
	Antonio	Nov. 25
Nov. 23	Yak Gold Star	Nov. 27
	Corregidor	Nov. 25
	Rin Ling	Nov. 25
	D'Artagnan	Nov. 25
	Lontana	Nov. 27
	Rage	Nov. 27
	Layon	Nov. 25
	Aclonbugan	Nov. 25
Nov. 24	Jalapa	Nov. 26
	Vizcaya	Nov. 26
	La Touche	
	Siecl	Nov. 26
	Tanesis	Nov. 27
	Michifuel	
	A. S. de la Luz	Nov. 27
Taurus	Nov. 25	
Nov. 25	Colombia	
	A. S. de Guiz	Nov. 27
	Sanblen	Nov. 26
	Warrior	
	Pat Galhis	
	Tai ping	Nov. 26
	Tjibuck	Nov. 27
Coast Banker		
Cornesville		

<u>Entered</u>	<u>Name of Vessel</u>	<u>Sailed</u>
Nov. 26	Basilan	
	USS Trinity	Nov. 27
	Legaspi	Nov. 28
	Mactin	Nov. 27
	Bohol II	Nov. 27
	Megulus	Nov. 30
	Pinky	Nov. 28
Nov. 27	Sea Witch	
	N. S. del Rosario	Nov. 29
Nov. 27	Zamboang.	Dec. 9
	Luzon	Nov. 30.
	Vernis	Nov. 29
	Los Hermanos	Nov. 30
	Governor Wright	Nov. 29
	Sto. Domingo	Nov. 29
	Bernardin de St. Pierre	Nov. 29
	Gertrude Kellogg	
	Sta. Teresita	Nov. 29
	Lamao	Nov. 30
Nov. 28	Cebu	Nov. 30
Nov. 29	Leyte	Nov. 30
	Atorlas	Dec. 2
	Martine	Nov. 30
	Kin Ling	Dec. 2
	Karut	Dec. 2
	La Florencia	Dec. 2
Nov. 30	Anbo	Dec. 2
	St. Vincent de Paul	
	Nuyen	Dec. 2
	Corregidor	Dec. 2
	Tjisroca	Dec. 1
	Esteban Rin	Dec. 3
	Beasle Ann	Dec. 4
	Kolanbugan	Dec. 2
	Magallanes	Dec. 4
	Bowdon	Dec. 2
Dec. 1	Lay Star	Dec. 4
	Falgun	Dec. 3
	Vivaya	Dec. 3
	Asaka	Dec. 4
	Carmen	Dec. 4
	N. S. de la Paz	Dec. 4
	Camp de Filipinas	Dec. 3
Dec. 2	Isma Aurora	
	N. S. de Guis	Dec. 4
	Fros. Lucian	Dec. 5
	Bicol	Dec. 4
	Bacol II	Dec. 4
	Jagoland	
	President Harrison	Dec. 4
	Fortuna	Dec. 5
	Colombia	
	Si Kiang	Dec. 5
Dec. 3	Heugh Silverland	Dec. 5
	Pinky	Dec. 5
	Perla	Dec. 6
	N. S. Del Rosario	Dec. 6
Dec. 4	Cape Fireweather	
	President Grant	Dec. 9

<u>ENTERED</u>	<u>NAME OF VESSEL</u>	<u>DATE</u>	
Dec. 4	Alabat	Dec. 8	
	Venus	Dec. 6	
	Dona Nuti	Dec. 11	
	John Lykes		
	Comp. de Filipinas	Dec. 7	
	Montano	Dec. 7	
	Lapus	Dec. 7	
	Governor Wright	Dec. 6	
	Elcano	Dec. 8	
Dec. 5	American Leader	Dec. 8	
	George G. Henry	Dec. 8	
	Agua	Dec. 7	
	St. Terezita	Dec. 7	
	Sto. Loringo		
Dec. 6	Leyte	Dec. 8	
	La Florencia	Dec. 8	
	Cebu	Dec. 7	
	Isa		
	Don Juan O	Dec. 6	
	Antonia	Dec. 8	
	Mis Ling	Dec. 8	
	Samar	Dec. 8	
Dec. 7	Talping	Dec. 8	
	Moublon	Dec. 8	
	Chiry		
	Corregidor	Dec. 8	
	Layon	Dec. 8	
	Marshall Jeffre		
	Los Hermanos	Dec. 9	
	Pescatque	Dec. 9	
Dec. 8	USS Pecos	Dec. 8	
	Palawan	Dec. 8	
	Kolanbugan	Dec. 8	
Dec. 9	A. S. de Guia	Dec. 19	
	Don Esteban		
	Esteban Rin	Dec. 14	
	Auth Alexander		
	Bohol II	Dec. 19	
	A. S. de la Luz		
	Bicol		
	Alcha		
Palawan	Dec. 14		
Dec. 10	Legaspi	Dec. 13	
	Vincaya	Dec. 17	
	President Grant		
	Antonia	Dec. 11	
	Kolanbugan	Dec. 10	
	Don Juan	Dec. 13	
	Los Hermanos		
	Sanay	Dec. 10	
	A.S. del Carmen	Dec. 21	
	K. S. del Rosario		
Dec. 11	Anhui	Dec. 12	
	Ashen		
	Kandun		
	Alabat	Dec. 25	
Dec. 12	George G. Henry	Dec. 14	
	Sea Witch	Dec. 12	
Dec. 13	Magalanes		
	La Florencia	Dec. 13	

<u>ENTERED</u>	<u>NAME OF VESSEL</u>	<u>DEPARTED</u>
Dec. 13	Cape Fairweather Sea Witch Anahan	Dec. 14 Dec. 13 Dec. 13
Dec. 13	Lon Jose Kolanbugan	Dec. 14 Dec. 21
Dec. 14	Sea Witch	Dec. 14
Dec. 15	Pinay Sea Witch Lon Jose Carmon Cape Fairweather	Dec. 16 Dec. 17 Dec. 26 Dec. 23 Dec. 18
Dec. 16	Romblon Fulsan	Dec. 17 Dec. 24
Dec. 17	Loyte	Dec. 18
Dec. 18	Sta. Teresita Capillo Ruth Alexander Samar Basays Taurus	Dec. 27 Dec. 19
Dec. 19	Kaiping Seistan Antorde	Dec. 23 Dec. 20
Dec. 20	Romblon Pinay	Dec. 21 Dec. 21
Dec. 21	Yusang	Dec. 23
Dec. 22		
Dec. 23		
Dec. 24	Master Higo Pinay	Dec. 24
Dec. 25	Fulsan	Dec. 25
Dec. 26	Romblon	Dec. 27
Dec. 27	USAT Gen John Kellye	Dec. 27

THE DAILY RECORD OF INCOMING AND OUTGOING VESSELS OF
 THE PANAMA PILOTS ASSOCIATION FOR NOVEMBER AND DECEMBER,
 1941, SHOWS THE FOLLOWING FACTS WITH RESPECT TO AMERICAN
 VESSELS:

<u>Vessels</u>		<u>Panama Pilots Association's records</u>
S.S. "President Harrison"	2nd Dec.	1941-EB17 Entered and moored at pier 7
	4th "	" S17B Sailed
S.S. "Ruth Alexander"	9th "	" EB17 Entered and moored pier 7
	18th "	" EB17 Entered and moored pier 7
	18th "	" #17F Shifted fr pier 7 to anchorage
	18th "	" #17F Shifted fr. anchorage to pier 7
	25th "	" F Shifted to anchorage
S.S. "President Grant"	4th Dec	" EB17 Entered & moored pier 7
	9th "	" S17B Sailed
	10th "	" EB17 Entered & moored at pier 7
S.S. "Dona Mari"	4th "	" EB17 Entered & moored at pier 7
	11th "	" S17B Sailed
S.S. "American Leader"	5th "	" EB15 Entered & moored at pier 5
	11th "	" #15F Shifted fr pier 5 to anchorage
S.S. "SEA WITCH"	26th Nov.	" EB17 Entered & moored at pier 7
	30th "	" #17F Shifted fr pier 7 to anchorage
	12th Dec.	" S17B Sailed
	13th "	" EB17 Entered & moored at pier 7
	13th "	" S17B Sailed
	14th "	" EB17 Entered & moored at pier 7
	14th "	" S17B Sailed
	15th "	" EB17 Entered & moored at pier 7
	17th "	" S17B Sailed
S.S. "Cape Fairweather"	4th "	" EB13 Entered & moored at pier 3
	12th "	" #13F Shifted fr pier 3 to anchorage
	13th "	" EB13 Entered & moored at pier 3
	14th "	" S13B Sailed
	15th "	" EB13 Entered & moored at pier 3
	18th "	" S13B Sailed
S.S. "Don Jose"	13th "	" EB17 Entered & moored at pier 7
	14th "	" S17B Sailed
	15th "	" EB17 Entered & moored at pier 7
	26th "	" S17B Sailed
S.S. "Dona Aurora"	11th Nov.	" #15F Shifted fr pier 5 to anchorage
	17th "	" EB15 Entered & moored at pier 5
	21st "	" #15F Shifted fr pier 5 to anchorage
	2nd Dec	" EB15 Entered and anchored
S.S. "Capillo"	28th Nov.	" EB17 Entered and anchored
	18th Dec.	" EB17 Entered and anchored
	25th Dec.	" FF Shifted from one anchorage to another

THE DAILY RECORD OF INCOMING AND OUTGOING VESSELS OF
THE MARINE PILOTS ASSOCIATION FOR NOVEMBER AND DECEMBER
1941, SHOWS THE FOLLOWING FACTS WITH RESPECT TO THE FOL-
LOWING VESSELS AT MARINE IN NOVEMBER/DECEMBER 1941.

<u>Vessels</u>	<u>Pilots Association's records</u>
S.S. "Bernardin de St. Pierre"	27th Nov. 1941-EB15 Entered & moored at pier 5 29th " " " S15B Sailed
S.S. "D'Artagnan"	23rd Nov. 1941-EBF Entered and anchored 24th " " " #F15 Shifted fr anchorage to i 5 24th " " " #15F Shifted fr i 5 to anchorage 25th " " " 8PB Sailed
S.S. "Don Isidro"	15th Nov. " EB13 Entered and moored pier 3 17th " " " S13B Sailed 14th Dec. " #BF anchored in Bay anchorage 14th " " #F15 Shifted fr i 5 to anchorage 14th " " #15F Shifted from anchorage to another anchorage in Bay (Overtime due pilot Lt. 7 "T.M.")
S.S. "Gertrude Kellogg"	27th Nov. " EBF Entered and anchored
S.S. "John Lykes"	4th Dec. " EBF Entered and anchored 5th " " #F17 Shifted fr anchorage to i 7 6th " " #17F Shifted fr i 7 to anchorage
S.S. "MARCEL JOFFRE"	22nd Nov. " EB17 Entered and moored pier 7 23rd " " " S17B Sailed 7th Dec. " EB17 Entered & moored at pier 7 8th Dec. " #17F Shifted fr pier 7 to anchorage
S.S. "President Coolidge"	27th Nov. " S17B Sailed
S.S. "President Wilson"	2nd Dec. " EB17 Entered & moored pier 7 5th " " " S17B Sailed
S.S. "Taiping"	25th Nov. " EB17 Entered & moored at pier 7 26th " " " S17B Sailed 7th Dec. " EB15 Entered & moored at pier 5 8th " " " S15B Sailed 11th " " #17B shifted fr pier 7 to Bay anchorage
S.S. "Tenesis"	24th Nov. " EB17 Entered & moored at pier 7. 27th " " " S17B Sailed
S.S. "Tjibodak"	1st Dec. " EB15 Entered & moored at pier 5 2nd Dec. " " S15B Sailed 25th Nov. " EB13 Entered & moored at pier 3 27th " " " S13B Sailed
S.S. "Tjisacan"	17th " " " EB15 Entered & moored at pier 5 18th " " " S15B Sailed
S.S. "Tjiseroes"	30th " " " EB13 Entered & moored at pier 3 1st Dec. " " S13B Sailed

REPUBLIC OF THE PHILIPPINES }
 CITY OF MANILA } U.S.

S T A T E M E N T

I, EUGENIO HENDEZA, of legal age, married, Filipino citizen, and at present residing at No. 6 Santo Torribio, San Juan, Rizal, Philippines, depose and say:

That I make this statement of my own free will and accord, under no threat or fear of punishment and without inducement or promise of immunity or reward. All records having been either lost or destroyed during the last war, the following statement is made entirely from memory.

That from 1938 up to the present time, interrupted only by the last war, I was the Head Checker of the Everett Steamship Corporation, 223 Desmarines, Manila, Philippines. That as Head Checker I was and still am in charge of the supervision of checkers attending to the loading and unloading of steamers at Manila owned by or under the agency of the Everett Steamship Corporation in December 1941 and prior thereto were the SS "Bernardin de St. Pierre" and the SS "Marechal Joffre".

That to the best of my recollection the SS "Bernardin de St. Pierre" arrived at Manila from the China coast ports on or about 27 November 1941 and moored at Pier 5 where she discharged her cargo for trans-shipment to the United States ports. She sailed from Manila on or about 29 November 1941. The SS "Marechal Joffre" arrived at Manila and moored at Pier 7 on or about 7 December 1941. She had not entirely unloaded her cargo when she sailed from Manila on or about 8 December 1941 with a crew placed by the U.S. Navy. Both of the abovementioned vessels discharged their cargoes which, to the best of my memory, consisted among other things shipments of straw hats and braids. The said cargoes were discharged on the respective piers where the vessels docked. The unloading was done pursuant to the ordinary course of trans-shipment and without any order coming from the U.S. Army or Navy authorities in Manila. The said cargoes were not trans-shipped due to non-availability of ships in view of the outbreak of the war on 8 December 1941. That all these events are known to me as I personally supervised the unloading of the said vessels.

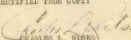
That I have no knowledge as to the final disposition of the above cargo as I ceased to have further control or anything to do with cargo so unloaded. However, I can state that after the capitulation of Manila to the Japanese forces I saw straw hats of foreign make being peddled in the streets of Manila.

Further, deponent sayeth not.

s/ Eugenio Hendeza
 t/ EUGENIO HENDEZA
 Affiant

I certify that the foregoing statement was made by the party signing the same voluntarily before me this 3rd day of March 1949 in the City of Manila, Philippines.

CERTIFIED TRUE COPY:


 CHARLES L. RICE
 Major, JAGC
 Director, Claims Division

s/ Rogerio A. de Joya
 t/ ROGERIO A. LE JOYA
 Senior Claims Investigator
 Claims Div, JA Section
 PHILCOM, APO 707

Statement of
J. M. HATFIELD
Master of the Motorship SEA WITCH

I was the Master of the Motorship SEA WITCH in the latter part of 1941 and throughout the year 1942. We arrived at Manila on November 26, 1941, having sailed from New York in October of that year. We sailed on December 17, 1941. When we arrived at Manila we had cargo for that port, Shanghai and Hong Kong. All of our Manila cargo was discharged from the vessel on or before December 1, 1941. We expected to sail for Shanghai upon completion of the discharge of the Manila cargo. However, the American Naval Authorities at Manila would not permit the vessel to sail. She lay at Manila awaiting instructions until December 7. Then we were ordered to proceed out in the Bay to an anchorage. Later I was ordered to Pier 7, where American Army officers boarded my ship, took my manifest and then ordered me to discharge all Shanghai and Hong Kong cargo from the vessel. The Army officers stated that they were requisitioning the cargo. They did not deliver any papers to me. It is my understanding that all Hong Kong and Shanghai cargo discharged from my vessel was taken by the Army.

The discharge of all cargo was completed December 17, 1941 about noon and the vessel was released and sailed at 5:00 P.M. that day for Australia. Upon sailing the vessel was without cargo. Up until December 17 - the time the vessel sailed from Manila - none of the vessel's cargo was damaged by enemy action. We had a general cargo, a large part of which was foodstuffs and medicines.

Dated at San Francisco, California, December 29, 1942.

(sgd) J. M. Hatfield


Witness:

JOS. B. McKEON

CERTIFIED TRUE COPY OF PHOTO COPY:

s/ C. P. Derrick
t/ C. P. DERRICK
Major, Inf.
Asst. Exec. Officer
Claims Service, PHILRYCOM

CERTIFIED TRUE COPY:


B. E. MacBRIDE
Captain, JAGD
Director, Claims Division

UNITED STATES LINES COMPANY
ONE BROADWAY
NEW YORK 4, N. Y.

September 5, 1947

The Commanding General
Philippines Ryukyus Command
APO 707, Care of Postmaster
San Francisco, Calif.

Attention: Chief of Claims Service

Dear Sir:

MS SEA WITCH VOYAGE 4
AT MANILA DECEMBER 1941
.....

Replying to your letter of July 14, would advise that according to reports received from Captain Hatfield and entries in the vessel's deck log this vessel discharged all her cargo at the Port of Manila during the period December 7 to 17, 1941, including the cargo destined to Hongkong.

When the SEA WITCH sailed from Manila on December 18 for Sydney, Australia, she had no cargo in her hold. However, we regret that we are unable to give you any information as to the disposition of said cargo after it was unloaded to the dock at Manila, as all records in connection therewith appear to have been destroyed during the Japanese occupation.

Yours very truly

INSURANCE & CLAIMS DEPARTMENT

BY: /s/ E. K. Hale
/t/ E. K. HALE, Claim Agent

EKH:kk

CERTIFIED TRUE COPY:

s/ C. P. Derrick
t/ C. P. DERRICK
Major, Inf.
Asst. Exec. Officer
Claims Service, PHILRYCOM

CERTIFIED TRUE COPY:

B. E. MacBRIDE
B. E. MacBRIDE
Captain, JAGD
Director, Claims Division

EXHIBIT _____

M. V. "SEA WITCH"

San Francisco, Calif.
December 30, 1943

Mr. E. K. Hale,
United States Lines,
#1 Broadway,
New York, N. Y.

Dear Sir:

Your letter of December 20th in reference to Voyage #4 at Manila, and disposal of cargo received.

The Shanghai and Hongkong cargo was completely discharged at Pier 7 Manila on December 17th 1941. The start of the discharge of this cargo commenced on or about December 8th, 1941. The vessel had then been refused permission to proceed to Shanghai or Hongkong by the Commander in Chief of the U. S. Navy and cargo remaining on board after December 7th 1941 was ordered discharged at Pier 7 and under the supervision of the U. S. Army.

What portion of this Shanghai and Hongkong cargo was actually requisitioned by the U. S. Army or Navy I have no means of knowing as immediately upon completion of discharge the vessel sailed and no papers were delivered to the vessel.

As the Shanghai and Hongkong cargo in vessel at the time consisted of foodstuffs, medicines and building equipment I am still of the impression that a greater part of it was requisitioned by the U. S. Army and/or Navy.

I do not recall ever making a statement that all Hongkong and Shanghai cargo discharged from the vessel was taken by the U. S. Army.

Trusting this will help to clarify the matter, I remain

Sincerely yours,

(signed) J. M. Hatfield,
Master.

CERTIFIED TRUE COPY OF PHOTO COPY:

s/ C. P. Derrick
t/ C. P. DERRICK
Major, Inf.
Asst. Exec. Officer
Claims Service, PHILRYCON

CERTIFIED TRUE COPY:

B. E. MacBride
B. E. MacBRIDE
Captain, JAGD
Director, Claims Division

EXHIBIT _____

Arthur H. Evans
 Statement of 4 Sept 45
 (see for names)

069811

6. 3 - Capt in Staff Stockpile in Port area between the Customs Bldg & Port Terminal Bldg consisted of shipments not consigned to the Army. Moved from pier back to the stockpile by QM in order to clear pier for expected Army shipments of Ellicott 649 So Ohio St., Los Angeles, 14, Calif. W. Ellicott & Co.

Robert L Janda 06961
 employed by QM to negotiate with consignees of cargo in the unmarking - taking by the QM at an agreed price of mds in the stockpile. (will testify)

Frank Liddell - Northern Motors 53716
 checked manifests for automotive equip.

Gulfin, ? (Capt at the Port?) controlled pier in most ships to a time pier
 Commander Porte } Northern office -
 Commander Garrison }
 "controlled the movement of all ships in the harbor including tying up at the pier"

Capt Eugene Razon - Port Terminal Manager
 (He is same bldg as Luan (checking

LT ~~Cordero~~ Knute C. Stabo
g/o Dermotinas
Examined manifests re Navy.

Mr Arceo, 2 Pier
Wharfinger on Pier 5
(Check thru L. Q. Haven, Jr., freight
agent of Am. Pres. Lines)

33211 } Jose F. Castro - 700 Luzon Row - doing
re selection, ^{in line} was, ^{of} Off. of Manila Port Terminal
(operator of Manila Terminal)
Handled all records pertaining to
unloading & delivery of m/dsc.
About one week after war declared,
operations placed under direct control
of Dept of M. Worked with Father Brown

Mr Mariano Natividad, and checkin,
Am. Pres. Lines

(May have knowledge.) 33281

Lazaro Macaños 2481 N. Hizon St. Sempalca
One Chief of Checkin Division, Manila Port Terminal
P.L. - States did not take items not
useful -
(includes the story of individual takings)

See Walter Schoering of ~~Atlantic Gulf & Pacific~~

~~SS Sea Witch~~
~~M/S American Leader~~



33361*

D 54501 - Ev 8
+ + + + + + ⊕ ⊕ ⊕

Understand
Rings in
Leader

Capt
Mr Norman Wood of 3-32-20
Bailey Stevedoring Knows
S/S American Leader
(Am Aes. Lines)



Pier-5

Francisco M. Gispert 2-8-2-13
~~see Alvarado~~

(Now in US)
Tells about OIA stores thrown
open, a spread of looting to
commercial cargo.

Killed 1950 or 51



Capt Thomas, Richard D.
check Luzon Stevedoring Co
(is retired, living in Sydney, Australia)

Doc 1

Who is Mr. Chester Judah?
(Lyon Standing)

Capt James H. Baldwin
Macondry & Co.
(operating officer for Col. Wood)

Capt Enrique Paton

1. Port controlled by Bureau of Customs

2. Army took over operation of piers on
 outbreak of war
^{Army}
 Acted as directors, but Bureau of Customs
 retained control of guards

3. Some ships that came in were forced
 to discharge cargoes (including cargoes
 for Chile etc ports - alleged to
 prevent falling into the hands of the
 enemy

4. Joint Army (QMC)

5. Gov cargo assigned to people here
 delivered direct to consignees,
 Providing Army did not want it &
 Opened warehouse to the public, loading
 took place
 Also reference to "opening the piers" to
 the public

All piers?

Explicit dates?

What cargoes?

How did you function?
 Representing Customs
 or QMC of Army?

To what extent?
 How about Pier 5?

Was this gov records?
 How about the commission
 cargo shared between
 Customs & Terminal Bldg.

DECLASSIFIED

Authority 883078

7. Police surrendered arms - People took cargo.

8.

DECLASSIFIED

Authority _____

1. That Pier 5 was used⁴ for commercial cargo until & including 11 Dec 41
2. That milk on Pier was moved by the army to a steelpile between Inman & Custers
3. That there was no general unloading
4. That unloading was for specific stores, or lots of goods
5. That OR workhouses were opened to packing & loading of goods from that, that no unloading was
6. That there was no military necessity.

Did Army take over all the piers
on 8 Dec 41? +3,577

Give dates.

(21 appears Pier 5 remained as
a commercial pier until 11 Dec,
when the "SS American Leader" sailed)

Am. Lde was not moved.

What was the function of the
"Neutrality Office" ←
Does this tie up with the
U. S. embargo on shipping
to China & Japan?

Do you know about the Army
directing the move from the pier of
Commercial cargo ~~stacked~~ stacking
between Customs & Post Terminal
Bldgs?

Was this cargo available to
consignees?

Did Army take this over
in toto? ↗

Pin down date Army took
over control of Piers.

and all Manila cargo
etc.

requisitioned 1/15/42.

Manila cargo landed and

remainder at Sydney;
1/4/42.

California.

owned by Australian

MI - Discharged perish-

able Netherlands Indies part.

weight factor and flow
requisitioned 1/21/42

Practice

was requisitioned by

requisition.

was requisitioned by

DCI:LSH:TD
Amey 8/30/23