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*Identical with App C of Gen Drake - Rpt of Oper, QMC, in
Third Campaign 1941-42*

OPERATIONS OF THE PHILIPPINE MOTOR TRANSPORT DEPOT AND THE MOTOR
TRANSPORT SERVICE LUZON FORCES, PHILIPPINE ISLANDS DURING 1941-1942.

This report covers the operations in 1941 before the outbreak of the war between United States and Japan, the period between December 8 and December 30, 1941 and the operations on Bataan until its fall on April 9, 1942.

1. Having been an interested spectator of the annual maneuvers of 1941 I was dissatisfied with the plans for the utilization of the civilian owned motor transportation to augment our motor deficiencies in event of war. With the knowledge and consent of General, then Colonel C. C. Drake, the Department Quartermaster, I invited representatives of the Civilian Motor Transport Services of Luzon to a series of conferences held at the Office of the Department Quartermaster in Manila between February 1941 and June 1941. I explained to the civilian operators as much as possible without divulging military secrets what I would like them to do in event of a national emergency. Briefly the plan was as follows:-

(a) The Camarines was disregarded in our plans due to lack of roads between those provinces and the rest of Luzon.

(b) The rest of Luzon was divided up into three operating agencies. The area south of Manila was allocated to Mr. Max Blouse who was the owner of the Laguna-Tayabas and the Batangas Transportation Companies who was to control all vehicles available in his zone or area that might be of value to us.

(c) Mr. Lee Stevens, the Manager of the Luzon Transportation Company, located in Manila was to organize passenger transportation in the city of metropolitan Manila while Mr. Thomas Myers, the Manager of the Luzon Brokerage Company would locate and be responsible for the operation of all freight trucks in metropolitan Manila.

(d) The third zone included all motor transportation operated

north of Manila. All freight and passenger vehicles were located and organized by the Manager of the Pampagna Bus Co. (Pambusco) located at San Fernando, Pampanga.

The following peculiarities of civilian motor transport operations are listed to substantiate the soundness of the plan as submitted by the Philippine Motor Transport Depot .

(a) Various types of fuels were used in the vehicles, depending on operating locations. Some used sugar alcohol, others diesel oil or gasoline.

(b) They operated in areas well known to management thereby avoiding language difficulties, no mean hazard on Luzon. Further these civilian operators were conversant with local conditions, areas, etc., and could operate efficiently providing their organizations were not disrupted by directors who were not conversant with the local situation.

(c) In addition all these organizations operated their own maintenance throughout their zones of operation and were in a position to service both their own vehicles and any Army vehicles needing maintenance.

In view of the above it was our idea that the operating heads of these transportation companies would come into service of the United States Army as commissioned officers with rank commensurate to their position in civil life, and to their abilities. Thus Mr. Blouse and Mr. Andreas both American citizens would come into the service as Lieutenant Colonels. Mr. Stevens and Mr. Myers as Majors, and other transportation operators that might be needed, commissioned in grades appropriate to their responsibilities.

It was also in our plan that in the event of war these organizations would swing into action immediately as part of the motor transportation set-up of the Commanding General of the Philippine Islands. They would be authorized to release for civilian use such transportation as was deemed absolutely essential for civilian use as well as for use by civil powers.

2. The requirements for fuel and lubricants had been gone into very thoroughly. The oil companies had distribution centers throughout Luzon as well as service stations along the principal highways and agreed to maintain half of their entire storage for use of the Armed Forces at all times. They agreed to fill five gallon gasoline containers treat them so that they would stand weathering for at least a year and deposit them at strategic points. We also planned to load up lorchas with a balanced stock of gasoline lubricants, small automobile spare parts, distilled water, sulphuric acid, etc. These lorchas were to be towed up creeks, rivers, along Laguna de Bay and the shores of Manila Bay as far west as Marivales and on the south to Naic.

3. When this plan was submitted to G4, the Philippine Department, it was disapproved in its entirety and we were forbidden in the name of the Department Commander from going further with the plan on the grounds that the acquisition of civilian owned motor transportation, and its distribution to such units of the Philippine Army as would be mobilized would be a responsibility of the Philippine constabulary. As a result nothing further could be done.

4. A perusal of the files at the Adjutant General's Office, War Department, will show that General Grunert made frantic efforts to have our motor transport difficulties rectified either by acquiring commercial types of vehicles in the Philippine Islands or immediate shipment of military types vehicles from the United States. A telegram dated August 22, 1941 from General Grunert stated that regular Army units in the Philippines showed at that time 2,000 units. This shortage would be greatly increased by USAFFE requirements. There is no need to go into details as to the number of requests General Grunert had made. The records are available for anyone who wishes to read them.

5. Upon the organization of USAFFE in 1941 the above mentioned plan

was brought out of the files and resubmitted but no action was ever taken, so it still remained dormant. In August 1941, at the direction of the Deputy Chief of Staff, the Philippine Motor Transport acquired 88 ton and half Chevrolets or equal for the Philippine Army to be delivered by the first of September. The delivery was made on time, vehicles turned over to the Philippine Army and distribution was made by them. About August 15, 1941 the Philippine Motor Transport Depot was directed to prepare schedules of instruction and to operate schools for motor transport personnel of the Philippine Army. The schools were conducted at Ft. Stotsenberg, Ft. McKinley and the Port area in Manila. I do not recall the exact number of students but I believe it was 400 enlisted men and 200 officers. The schools were to run for thirteen weeks and while we were charged with the preparation of all schedules of instruction the operation of the schools was under its own local Commander although General George Parker had supervision over the schools at Ft. McKinley and the Port Area. The result of course was lack of uniformity of instruction. The Fort Stotsenberg School was under the control of the Commanding General of that post. At that time we had insufficient hand books and manuals for the regular Army. The USAFFE allowed us enough money to procure a mimeograph machine and we published what might be termed technical manuals, and hand books for the Philippine Army as a whole and the schools in particular.

Shortly after September 1 the students reported to the Port Area. Altogether about 70 officers and 115 enlisted men received instruction at this school. We were somewhat astonished to find that only 17 officers out of 70 had ever driven a motor vehicle of any kind and nine of them had had a driver's license. The same rate applied for the enlisted personnel. Not only were they unequipped to operate motor vehicles and motor transport services but their basic military training was of the barest minimum. As a

result our schedules had to be revamped and we started with the School of the Soldier and advanced as far as possible. The basic training was carried out usually in the mornings. In the afternoon we devoted our time to motor transport training. Vehicles were jacked up, motors started and we taught all students gear shifting, braking, first echelon of maintenance, and as much as possible the rules of the road. After they became proficient with the controls, students were put on trucks and passenger cars with experienced drivers and gradually were allowed to take over the operation of vehicles. At this point I wish to commend the earnestness displayed by all students. Their hours were from 6 a. m. to as late as midnight, driving constantly when the opportunity presented itself. They never complained about the extra hours, were cheerful, willing and obedient. On the whole they made excellent drivers and making due allowances for their lack of opportunity, were as satisfactory motor transport personnel as could be expected under the circumstances.

10. It is worthy of note that while these students were undergoing field training at Bataan, Philippine Islands during October 1941 that this training interrupted in order to move the 17th Pursuit Squadron, AAF from Iba, P. I. to Nichols Field. This convoy was operated and controlled entirely by the students. They were operating over mountainous terrain, narrow roads, and under difficult conditions. This convoy was completed without accident or incident of any kind and reflects great credit on these students as a whole.

11. The urgent need for motor transport personnel in the Philippine Army made it mandatory that we release the most proficient students after about five weeks. Students were sent to us to replace those we released and I do not believe any student received more than seven weeks of training.

12. After the organization of USAFFE in 1941 General MacArthur made strenuous efforts to have sufficient motor equipment sent to the Philippine Islands to satisfy the growing needs. This is very evident from the perusal of the secret files marked AG 400, Supplies and Equipment for the United States Army Forces in the Far East, dated 8/12/41. As the USAFFE had no motor transport organization, the duty of preparing requisitions and plans devolved upon the Motor Transport Depot, Philippine Department. These requisitions were prepared and submitted, usually by cable or radio, being confirmed later by formal requisitions. Records not available at this time will show how much came in. My recollection is that not more than 10 or 15% all requirements ever reached the Philippine Islands. During the fall of 1941, people in the Philippine Islands became more war conscious than those in the United States and as a result black-outs were staged on several occasions. The Motor Transport Depot took advantage of these blackouts to experiment with various types of head lights to be used under war conditions. The Air Service at Nichols Field on one or two occasions placed planes at our disposal with air-ground communications so that we could move vehicles equipped with different types of black-out lights over any area we desired and observe from the air. Fort Mills Corregidor had night drills and alerts which included black-outs very frequently and General Moore, The Commanding General of that post, cooperated with us by allowing us to use the roads so that we could observe from the top of Malinta Hill the effect of the various types of black-outs, lights, and screens. In passing it may be noted that we did not find anything very satisfactory.

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MOTOR TRANSPORT ACTIVITY
PHILIPPINE DEPARTMENT
8 DECEMBER 1941 - 30 DECEMBER 1941

At 4:10 A. M., 8 December 1941, G-2 USAFFE called me at my quarters and directed me to alert the Motor Transport under my command to pick up enemy aliens, adding, "This is no drill; the Japs bombed Pearl Harbor a few hours ago". At 4:45 A. M. I called USAFFE Headquarters to notify them that the Motor Transport was ready to go. I was informed that the pick-up of civilians would be made by the Philippine Constabulary and that we were not involved in this action. I then dismissed the personnel to their barracks but cautioned them to remain on the alert.

About 8:00 the morning of the 8th, a group of civilians from the various foreign colonies in Manila reported to me offering their services in any capacity; some on a straight salary basis, others a dollar a year, others purely gratis. The report of the activities of this group is attached marked "Exhibit A". About 9:00 in the morning, I contacted all dealers of automobiles and spare parts in Manila and requested that they freeze their merchandise for our use and asked that they meet me at my quarters at noon for further discussion. At this meeting I explained to them the seriousness of our situation and asked for their cooperation. They suggested that I put a representative on my staff of each organization, which request I complied with, and their cooperation was all that could be desired. All the dealers of trucks in Manila used all their facilities to prepare vehicles for our use. Attention is herewith invited to a peculiarity of truck transport in the Philippines. Practically all of them come without bodies and very few had cabs or windshields, and it was necessary for us to improvise cabs, windshields and truck bodies for our use. We were able to acquire from 30 to 40 vehicles a day with this improvised equipment. Early in the

morning we established Motor Pools at various points throughout Manila.

The number varied but we finally established 4 pools in Manila as follows:

Pool #1 at Santo Tomas

Pool #2 in Harrison Park on Dewey Blvd.

Pool #3 at Quezon City

Pool #4 at Luzon Brokerage Company in Manila

An additional pool was to be established at the British Club in Manila from vehicles donated by the Chinese Chamber of Commerce who had promised us 50 a day. However, at no time did they furnish more than 3 trucks, hence, this pool may be disregarded.

About noon of the 8th of December, the 34th Light Maintenance Co. (PS) Mobile was dispatched from Port Area of Manila to establish a semi-forth shop in Stausenbourg. The fourth echelon shop at Port Area, Manila was transferred shortly to Santa Ana Cockpick with the third echelon shop in the vicinity of San Pedro Macati. Various automotive companies operated their shops for our benefit with their own personnel. At this time I would like to quote a statement made by Lt. Col. John Shanks who is in charge of all reclamation and maintenance in metropolitan Manila. "I wish to digress from the subject to pay tribute to those civilians and American Servicemen who made it possible to assume duties at the new location in just thirty hours after leaving Port Area." Col. Shanks set up a Reclamation Service which included patrols on the streets of Manila and the roads in or around Manila, locating wrecks or stalled automobiles and either calling for wrecking service or did trouble shooting enough to put the vehicles back in service.

The Officer-in-Charge of the Motor Pool operations was Major Thaddeus E. Saythe. With the exception of Pool #3, the operating and management personnel were all civilians (volunteer) mentioned above. These pools furnished vehicles of all descriptions upon call from G-4, USAFFE and due to the chaotic conditions incident to our unpreparedness in the early days of the war, no formal requisition was required.

It must be recalled that the Filipino Army had practically no motor equipment on hand and no organization yet trained to operate very efficiently, no Table of Organization and Equipment to make distribution (the acquisition and distribution of vehicles was "catch as catch can"). To substantiate this statement, attention is invited to the Journals of G-4 USAFFE now marked "Secret" in the files of the Adjutant General, AG-461 (9 Dec. 41) file in Philippine Records, also to the report of Mr. Ray Derrick.

As mentioned in the first part of this report, the plan of operation which we had hoped to put into effect was disapproved by higher authority but nothing was substituted. As I look back now, authority to put the plan into effect regardless of orders should have been granted. The failure to have a definite motor transport plan resulted in excess use of motor transport for fuels, congested the roads which under the circumstances were very limited in preventing the destruction of vehicles as we evacuated toward Bataan, allowing serviceable vehicles to fall into the hands of the enemy. This was the direct result of having to constantly improvise, to meet the exigencies of the situation, which were further complicated by the fact that the civilian transportation companies had lost supervision over their equipment due to commandeering. The method of acquiring vehicles was little short of robbery. Attention is invited to memorandum to USAFFE which was forwarded the Commander in the field, the diary G-4 USAFFE on 14 December 1941 directs the seizure of all types of vehicles at once. Also permission was given to take 30 to 40 vehicles from an organized company to transport Philippine Divisions, using Army drivers. On the 13th of December G-4 instructed the Quartermaster to acquire every vehicle on the island at once. The extracts could be repeated indefinitely but would be of no service. Further study can be made from records available to the Office of The Quartermaster General and the Adjutant General.

BATAAN PHASE

As mentioned before the third echelon shop was set up at KP168 on the Pilar-Marivales Road under Captain Percia S. Robinson while Pool No. 1 under the then Captain Austin J. Montgomery was set up with some of the organic transportation of Co's A & B, 12th QM Regt. (Ps) and augmented by vehicles which the wrecking and salvaging crew, under the direction of Mr. Moravak and his Czechoslovakian volunteers managed to set up from vehicles that had been returned from the north and south Luzon forces. This pool rapidly grew to enormous proportions. On January 2 Lt. Colonel John B. Brettell, Executive Officer, located our command post at kilometer KP167.5 Pilar-Marivales Road. A motor transport ^{depot} parts/was set up under Lt. Abe Schwartz at KP168. The fourth echelon shop under Lt. Colonel John N. Shanks, was established at Ft. Mills through the cooperation of Colonel Chester H. Elms who placed all his facilities at the disposal of Colonel Shanks and cooperated with him to the fullest extent. This cooperation was appreciated greatly by Colonel Shanks and myself. Sometime about January 2 or 3, 1942 the group of American and Europeans who had volunteered for service in Bataan joined us and with this personnel we established more pools. The constantly changing tactical situation forced us to move our pools frequently. However at the end of the Bataan phase of the 1942 campaign we had nine pools located as follows:

Motor Transport Service - Installations - Bataan and Corregidor

Pool #1 - KM 161 $\frac{1}{2}$ (Cabcaban)

Pool #2 - KM 163

Pool #3 - KM 163 $\frac{1}{2}$

Pool #4 - KM 181

Pool #5 - KM 167

Pool #6 - KM 206

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Pool - KM 156 (Lamao)
Pool #8 - KM 187
Pool #9 - KM 168 (Hq Luzon Force)

C. P. - KM 166.6
Motor Supply Dump KM 167.2
34th LM Co. (SEP) (PS) KM 167.3
Motor Repair Shops - Corregidor

(Note - KM is kilometer distance from Manila along
Pilar-Merivals Bagoc)

From this time on to March 20, 1942, the routine of the Department Motor Transport Depot was about as follows: We furnished transportation for Quartermaster service, augmenting the transportation of the ordnance as called for and furnished more vehicles as improvised ambulances for the Medical Corps. It became necessary to remove Hospital No. 1 from Limay to Little Baguio. The motor transport moved all heavy equipment and furnished such transportation as Colonel Duckworth, the Commanding General of the Hospital desired. The work of the Czechoslovakian volunteers was a high order that I have previously submitted a report of their activities to the Quartermaster General. A copy of this is attached marked Exhibit "B". The service as a whole must have been satisfactory because we heard of no complaints. It must be remembered that most of our drivers were civilians without any military training, who came to Bataan of their own accord, operated under difficult living conditions on meager half rations from the 5th of January 1942 till the fall. How many of them gave their lives I do not know but after they came under my command I know at least 25 of them were killed. It is unfortunate that the records which did show the services of these men are not available. As mentioned before General Brake had fought for a separate

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motor transport service and it had been tentatively approved but the order authorizing it was not published until about March 20th. Prior to March 20, accompanied by Lt. Colonel Montgomery I had made a complete tour of the lines far forward as Infantry Battalion Command posts by jeep. Colonel Montgomery and I had decided that by rearranging our transportation we would be able to deliver all supplies and evacuate all personnel and material to the rear with the various types of equipment we had available. With this end in view twenty-four motor transport companies were organized, one car battalion and depot stock of several hundred trucks, busses and passenger cars which were located in sub-depots along the Pilar-Marivales Road. This plan of regimental organizations was submitted to higher headquarters but no action was taken on the matter.

As stated before the separate motor transport came into being about March 20. The draft of the order from USFIP dated 17 March 1942 authorized the organization and outlined the duties of the commanding officer and was sent to Bataan for publication, as can be found in secret document AG 451, Binder No. 1, Subject: Fuels No. 504. After the organization of the separate motor transport service we continued operating very much as we had heretofore with the exception that I reported directly to the Commanding General, Luzon Force but usually through the Traffic Control Officer, Colonel R. G. Regers, which method naturally simplified and expedited the submission of request for transportation. The gasoline and lubricants came under my control by this order for Quartermaster vehicles. This installation was under the Command of Major Howard Cavender, now deceased, who did an excellent job in the modification of high octane gasoline for use in our vehicles. Sometime during the Bataan phase, I cannot recall the day, I was directed by USAFFE Headquarters to commandeer all privately owned vehicles in Bataan. These commandeered vehicles became our principal source of supply for parts.

Vehicles were stripped of all parts that could be interchangeable with other makes of vehicles and it became necessary for us to pay the owner the

the value of the car must because we took his carburetor; that carburetor was worth the value of the car to us.

The loyalty of the officers and men who served under me was without exception of the highest order. Although in bad shape physically from lack of food, dysentery, and malaria, at no time did a vehicle fail to leave when ordered. At one time it was necessary to render pool 4 at Marivales non-operative due to an epidemic of malaria; although men had raging fevers they drove vehicles and on several occasions the drivers became unconscious behind the steering wheel and it became absolutely necessary to take them off driving status. No quinine was available. The fact that they carried on under these circumstances is very commendable.

On March the 26th the Japanese Command bombed our command post and motor installation. These attacks were sometimes heavy, some times light, even to the point of throwing bunches of firecrackers into our area day and night. With no anti aircraft protection and no air service for those who were raided, the possibility of rest was out of the question. At one of these raids Mr. Max Blouse, who volunteered for service with us lost the use of his right arm and practically the use of his left arm. Another civilian mechanic was killed. Purple Hearts were awarded to at least 75 officers and men and I have no doubt that many men were wounded and were not given recognition. On April 8 I was notified that General King of the Luzon force intended to surrender the next morning. By 4 o'clock that afternoon I had dispatched sufficient vehicles to the 45th and 57th (PS) Infantry to transfer them from their position at the front to Marivales where they were to be evacuated by water to Corregidor. The number of vehicles remaining at the pool were negligible. General King had ordered that no civilian vehicles be damaged. No orders had been issued regarding military type vehicles so pool commanders having these under their command destroyed them completely. Those with whom I could get in contact, I ordered to report to pool 4 at Marivales which had the only line to the Luzon force switchboard.

M. A. Quinn

M. A. QUINN
Colonel, QMC

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REPORT OF CERTAIN CIVILIAN PERSONNEL

Report of certain civilian personnel on duty with the Philippine Motor Transport Depot, Manila, Philippine Islands during the early stages of the American Japanese War.

Prior to the outbreak of the war, as Philippine Department Motor Transport Officer I had made plans to bring into our service certain civilian transportation units and personnel in the event of war. On the first of December 1941 there were nine officers on duty with the Philippine Motor Transport, which was sufficient for routine peace time duty, but totally inadequate for war service.

About 9 o'clock on the morning of 8 December 1941 (Manila time) a group of Europeans and Americans reported to me and offered their services to be used as I saw fit. Some came on a straight salary basis, others volunteered to help in any way they could, in addition to their daily business routine, while others were on a dollar year. This group includes volunteers from America, Australian, British Empire, Czechoslovakia, Poland, and one each from Russia and Switzerland.

Immediately upon the outbreak of war we established 4 additional motor pools, two, fourth echelon motor repair shops, as well as patrols on roads in and around Manila to pick up wrecks and damaged vehicles. The calls for motor vehicles were so great that it was necessary to install four telephones at the central dispatch office to handle calls. These installations operated 24 hours a day and were manned mostly by the volunteers.

By National groups they are as follows:

AMERICANS

Ray R. Derrick	Victor E. Lednicky
William Grove	C. F. Bebbardt
Lee Stevens	Max Blouse
Lee Sherwood	W. C. Meese
Richard Hedrick	Coit Craven
Edward Gable	Ace Steel
Robert Burke	(?) Trevor
William Burrell	(?) Speers
Thomas Meyers	(?) McMahon
James (or Guy) Kibbee	(?) VanLaningham
William J. Burke	Alfred Nepley
G. A. Gervie	
Benjamin Hassenberger (believed to be American citizen)	

Reported for duty in Bataan

Laurence Vallero

Exhibit "A"

1
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AUSTRALIANS

(?) Laycock

J. Hunter

BRITISH

G. M. Bridgeford
F. Leyshon
J. S. Curtis
S. Craig
A. Other
E. J. Rivers
A. K. Neville
Robert (?) Yearsley

R. C. M. Swan
G. A. Mackay
(?) Hodges
V. W. Shues
M. F. L. Haynes
N. O. Nicholson
W. J. Mills
I. McKechar

CZECHOSLOVAKIANS

Jan Broch
Paul Fuchs
Leo Herman
Jaroslav Hrdina
Fred Monk
Josef Varak
Antonin Volny

Karel Aster
Karel Dancak
Fred Herman
Otto Hirsch
Hans Lenk
Ernest Moravak
Norbert Schmalke

RUSSIAN

V. Brailovsky

White Russian (Hansen Passport)

POLISH

(?) Singer
(?) Kaszewinski
(?) Werbner

(?) Adelaki
(?) Morinski
(?) Sackiewicz (2 brothers)

SWISS

Robert C. Feyer

The following gives information as to original addresses of volunteers and their present whereabouts as far as known.

The Americans, Messrs, Derrick, Grove, Stevens, Sherwood, Hedrick, Gable, Burke, and Burrell were all commissioned during the early days of the war and served on Bataan as part of the Motor Transport Service. Mr. Derrick now a Major was manager of the Rural Transit Co. at Cabanatuan, Philippine Islands. He survived the Japanese imprisonment and his present address is c/o Bachrach Motor Company, Manila, Philippine Islands.

Mr. Grove was commissioned Captain and died in Cabanatuan Prison Camp in 1942.

Lee Stevens was commissioned Captain and died as a result of evacuation of prisoners of war to Japan from the Philippines in 1944.

Mr. Sherwood was commissioned 1st Lt. and survived the Japanese prison camps, his pre-war address was c/o General Motors, Manila, Philippine Islands. His present address is unknown, but he is believed to be residing in Palo Alto, California.

Richard Hedrick was commissioned 1st Lt., and survived the prison camps. His present address is believed to be Los Angeles, California.

Edward Gable was commissioned 1st Lt. He died in the evacuation of prisoners of war to Japan in 1944.

Robert Burke was commissioned 1st Lt. His pre-war address was c/o General Motors, Manila, Philippine Islands. He survived the imprisonment, and his present address is not known.

William Burrell was commissioned 1st Lt. His pre-war address was c/o General Motors, Manila, Philippine Islands. He died in Korea in 1945.

Thomas Meyers was manager of the Luzon Brokerage Company in Manila. He had been recommended for commission and reported to me at Bataan, and was sent by me to Manila about 30 December 1941 to procure additional equipment, but was cut off by the destruction of the bridge between Manila and Pampanga. He was reported to have joined the Guerillas later and beheaded by the Japanese in 1944. He was hired at a salary of \$2400.00 a year.

Mr. Kibbee was employed by the Luzon Brokerage Company and interned in Manila by the Japanese, and as far as I know, is still alive in Manila. Both Mr. Meyers and Mr. Kibbee operated a pool for us on a rental basis for their motor vehicles. He was hired at a salary of \$2000.00 a year.

Mr. William Burke's pre-war address was the Philippine Manufacturing Company, Manila, and he volunteered without pay and survived the internment at Santa Tomas. His present address is c/o Philippine Manufacturing Company, Manila, Philippine Islands.

Mr. Gervie volunteered without pay. His pre-war connections and present address are not known.

Mr. Hassenberger was killed en route to Japan during December 1944.

Mr. Lednický was president of the Edward J. Nell Company, Manila and operated a fourth echelon shop at Santa Anna Race Track; he volunteered for a dollar year. His present address is Edward J. Nell Company, Manila, Philippine Islands. Mr. Lednický had been recommended for commission, but for some reason or other did not receive it.

Mr. Gebhardt's pre-war address is unknown. He had been recommended for commission but did not receive it. I am not certain of his status as to pay, but believe that he volunteered for a dollar a year pending receipt of commission. His present address is Manila, Philippine Islands.

Mr. Blouse was the president of two transportation companies and turned over his entire facilities to the United States when, and as needed. He volunteered his service for a dollar a year and accompanied us to Bataan. While in Bataan serving with us he lost his right arm and lost the use of his left arm as a result of Japanese bombing. His address is Manila, Philippine Islands.

Mr. Keese had been recommended for a Captaincy, but was employed at \$200 a month as a civilian. I understand his commission came in too late to be accepted, as he served with us on Bataan. He was killed as a result of the evacuation of prisoners of war to Japan in 1944. He had been employed by the Bantanges Transportation Company, and I believe was related to Mr. Blouse.

Mr. Craven, Mr. Speers, and Mr. Trevor's addresses and connections before the war I do not recall, I believe they are still alive and may be located in Manila.

Mr. McMahon was hired I believe at \$1800 a year and disappeared while on a mission on the Manila South Road late in December 1941.

Mr. Steel was discharged for drunkenness and general uselessness sometime in December 1941. His present whereabouts are unknown.

Mr. VanLaningham was hired as a dollar a year volunteer and came to Bataan about 1 January 1942 at \$1800. He had an opportunity to leave for Cebu about the middle of February in 1942, which he took. His present whereabouts are unknown, but believed to be in the United States.

Mr. Laurence Vallerio was hired at \$2400 a year on Bataan.

Australians

Mr. Haycock, a volunteer without pay was killed in February 1942.

Mr. Hunter as far as I know is still alive and believe he can be located through Warner Barns Company, Manila.

British

Mr. Bridgeford's pre-war address was Warner Barns Company. He organized the Europeans and acted as personnel officer between them and the Philippine Motor Transport Depot. He survived the internment and his present address is St Bars Dorhook Sutherland, England.

Mr. Leyshon operated a pool for us. He was hired at \$2,000 a year. His pre-war address was c/o Warner Barns Company, Manila, Philippine Islands.

Messrs. Craig and Curtis's pre-war addresses were Warner Barns Company. They operated pools. They are presently located at Warner Barns Company, Manila, Philippine Islands.

I believe Mr. Rivers and Mr. Neville reported to me at Bataan January 1, 1941 along with Mr. Yearsley and Mr. Swan. Messrs. Rivers and Neville had an opportunity to go South with Mr. VanLaningham and availed themselves to the opportunity. One of them died at Cebu. I am not sure which one it was. Messrs. Yearsley and Swan were commissioned 1st Lieutenants in the British Army and remained on duty with us in Bataan in Motor Transport Service. They were both killed in the evacuation of prisoners of war to Japan in 1944. As far as the rest of the British are concerned I am not sure of their pre-war addresses, nor their present locations, with the exception of Mr. Hodges who in October 1945 was located in Shanghai, China.

Czechoslovakians

Jan Bzoch, Paul Fuchs, Leo Herman, Jaroslav Hrdina, Fred Lenk, Joseph Varak, Antonin Volny all died in prison camps or enroute to Japan in 1944. The entire group came to Bataan with me in January 1942 and operated wrecker and motor reclamation service in Bataan. Attention is invited to the fact that these Czechoslovakians were not subject to internment because the Germans had occupied their country, however, they volunteered and came to duty with us in Bataan. Their salary was \$2400 a year each.

The location of the survivors are as follows:

Mr. Aster, Mr. Hirsch, and Mr. Lenk can be located c/o the Czechoslovakian Consul at Manila, Philippine Islands.

Mr. Dancak and Mr. Moravek, I believe can be located at the Consulate General of Czechoslovakia in New York City.

Mr. Schmelkes, c/o the Czechoslovakian Consul in Mexico City.

Russian

Mr. Brailovsky's pre-war address was Warner Barns Company, Manila, Philippine Islands. His present location is unknown, but believed to be the same as his pre-war address.

Swiss

Mr. Robert C. Meyer was Treasurer of the Philippine Manufacturing Company, Manila, Philippine Islands. He served us as auditor and Chief of Fiscal Section in December 1941. He is believed to have acted as Finance Officer for the American and Philippine Guerillas under General Lim until General Lim's execution by the Japanese. His salary was \$2400 a year. At the present time is address is c/o Procter & Gamble Company, Head Offices in New York City, or the Swiss Consul in New York City.

Polish

All volunteered without pay. Nothing is known of their pre-war or present addresses.

Several American boys about sixteen or seventeen years of age were employed as runners, drivers and for other miscellaneous duties at \$600 a year. The only one I can recall by name is "Jack" Levy of Manila. Present address is unknown.

In addition, the following helped out as their business problems permitted.

R. Falkner	British
J. M. Sullivan	Irish--killed Jan. 1945
F. R. Henson	British
R. MacIntyre	British
R. F. Hughes	British
A. J. Tyre	British
I. M. Duncan	British
A. L. Smith	British
E. W. Ingram	British
Ian Wilson	British
M. H. Pickup	British
T. D. Drysdale	British
N. R. E. Hawkins	British
R. Hawkins	British
G. A. Main, Jr.	British

The information furnished is from memory or from notes that I managed to keep during my imprisonment in Japanese Prisoner of War Camps, and from information supplied to me by associates in the Motor Transport Service, Manila; there will undoubtedly be some discrepancies. These discrepancies are the result of a cloudy recollection after four years, rather than any desire to belittle the efforts of any of their co-workers, and I request that recognition be given to these men for their services. In addition, the men who are on a salary basis should receive consideration. As I understand it the salaries were paid to all employees of the United States for the time that they were interned by the Japanese or were unable to perform their duties due to the Japanese occupation. It is true that these men did not serve the required 30 days, however that was not their fault. They gave up their jobs and on several occasions I know, failed to take advantage of an opportunity to escape before the Japanese occupation to remain on duty with us. The men who remained on duty with the motor pool did so at my orders with the instructions that they were to remain as long as possible and furnish motor transportation to any individuals or units who might struggle in after the South Luzon Force had passed through Manila. They were further instructed that all vehicles left in the motor pools that might fall into Japanese hands were to be destroyed before the enemy occupied the city. From all that I can learn they carried out their missions completely. It is my belief that the law has been interpreted too drastically and I further believe that these men are entitled to their pay for the time that they were interned. That is the least we can do for men who jeopardized their lives for the United States.

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M. A. QUINN
Colonel, QMC

Shortly after the outbreak of the war, an employment branch was set up in our office hiring mechanics and civilian drivers for vehicles that we had acquired. We also set up a separate branch which maintained all records pertaining to the acquisition of vehicles. This was under the control of Mr. Robert Meyer, Treasurer of the Philippines Manufacturing Company in Manila. The purpose of this branch was to maintain all records pertaining to the bills for merchandise and service. We had endeavored to have bills submitted daily so as to clear our records and allow the vendors and operators an opportunity to get their money back to the United States. Whenever bills were submitted, it was possible to process them through and payment could be made in about 72 hours. Unfortunately many of our contractors failed to avail themselves of this set-up and now most of the records pertaining to these transactions are lost. Mr. Abe Schwartz of the United Motors was one, however, who availed himself of this arrangement and received payment for his entire stock of new cars and parts so far as I have been able to learn, and the money was cabled back to the United States.

We did not acquire by purchase used passenger cars, due to the inability to make a thorough inspection of these vehicles before we could put them into the field. Busses and trucks were obtained by lease according to the Commonwealth scale of rental values, with the understanding that when the total rental equaled the value of the vehicle, the vehicle would then be United States property.

On or about 11 December 1941, the Headquarters of Motor Transport Depot moved from the Port Area to 2263 Ascarraga Street in Manila. On the 15th of December a British ship arrived in Manila Bay with approximately 40 Canadian Army Chevrolet 4 by 4 trucks destined for the Far East. USAFFE Headquarters

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acquired these vehicles and turned them over to us for distribution in the field. On the same vessel were some 60 odd Bren Gun carriers. These vehicles being half-tracks should have been turned over to the Ordnance Department but that office declined to have anything to do with it so they were turned over to the Motor Transport Depot to be set up and serviced, drivers trained and then turned over to the Commanding General of the Tank Force on Bataan.

Prior to the outbreak of the war, a considerable amount of shop equipment for third echelon shops had been received. Nichols Field having been severely bombed lost a great deal of this equipment. We equipped third echelon shops for them as well as for the Ordnance office.

Sometime about noon on the 24th of December, I was directed by the Department Quartermaster, Col. Bresina, to proceed to Bataan and establish Motor Transport in the vicinity of Little Baguio. I directed Captain Robinson who had a shop located in the vicinity of Ft. Stoteseberg and Lt. Col. Shanks to report to me there, and we made tentative arrangements to install facilities on Bataan. Col. Montgomery had established a Motor Pool at about K.P. 140 Pilar - Marivales Road with 16 trucks and 4 passenger cars which was the entire amount of transportation under our command outside of the city of Manila. I directed Col. Shanks to establish a fourth echelon shop on Corregidor and return to Manila as soon as possible to pick up all available shop material and spare parts, and return with them to Corregidor. General McBride in command of the service area of Bataan, arrived on the morning of December 25th. He did everything possible to prevent the excessive abuse of motor vehicles and wastage of gasoline but as the personnel available to him was totally inadequate, he could accomplish little.

On the 29th of December, Col. Bresina came to Bataan and directed our return to Manila with him to evacuate all the Motor Transport equipment in Manila. We arrived in Manila about 6:00 in the evening. Col. Bretell, my

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Executive Officer, removed the Motor Transport Depot to Santa Ana Race-track. Arrangements were made to remove all equipment possible from Manila either by motor or water starting on the 30th of December.

I directed the civilians (volunteers mentioned previously) to keep the pool open as long as possible in order to supply transportation to any and all members of USAFFE, and then to damage vehicles when it was apparent that the Japs would occupy the city. This they did, many of them passing up opportunities to escape to Bataan with the possibility of escape to the south later. At this time I expressed my regrets that the application of the provisions of Recovered Personnel Act passed by Congress has deprived these volunteers of pay which I believe they are justly entitled to. This matter is covered in the attached exhibit marked "A". Col. Brettell and myself returned to Bataan later in the afternoon of the 30th of December. While there I met Mr. Thomas Meyers, manager of the Luzon Brokerage Co. who volunteered to go back to Manila to get some heavy wrecking equipment that he believed he could locate. I had hoped to obtain a commission for Mr. Meyers, at least a Major or Captain, but he was still on his civilian status. Before he could return to Bataan, the bridges around Calumpit had been destroyed and he was out off. So far as I could learn he joined the guerillas and fought against the Japs, was captured by the Japs in 1944 and beheaded.

At the outbreak of the war the Motor Transport Depot had 9 officers assigned to it which of course was totally inadequate for a Motor Transport Battalion, Depot, Shops, Pools and Schools which we were operating. Colonel Donovan Swanton, Inf., was attached to our organization. Though greatly senior to me, he worked under my direction and was of invaluable service to us. It is hoped that he can be given some recognition for his devotion to duty. On or about the 17th of December, 16 officers of the Air Corps were assigned to duty with me about 4:00 in the afternoon. They were relieved by the following morning

at 10:00. Another application for commissioned assistants was made and on the 26th of December about 12 or 15 members of the Judge Advocate's Office reported to me for duty but were relieved within 48 hours. Eventually we picked up about 40, many who came to duty with nothing but a verbal order, the source of which I never questioned.

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ARMY SERVICE FORCES
Sixth Service Command
Mayo General Hospital
Galesburg, Illinois

9 January 1946

Lieut. General E. B. Gregory
The Quartermaster General
Washington 25, D. C.

My Dear General Gregory:

On December 30, 1941 I was called to the office of Department Quartermaster at San Bedas College, Manila, P.I., and there introduced to a delegation of Czechs-Slovaks, headed by the Czech Counsel. These Czechs volunteered for service by and for themselves and other members of the Czech colony. Altogether fourteen were involved. Despite the fact these men were business executives or counsel agents of their own government, they volunteered to serve the United States. They made arrangements to take care of their families, giving what food and money was available, to them. Attention is here invited to the fact they were not subject to internment due to German occupation of their native land.

Their work and devotion to duty were outstanding. Had they been citizens of the United States they would call for commendations and awards of very high order. They did so many things for us in Bataan that it is impossible to enumerate all of them. However, I would like to invite attention to the following--On or about February 7, 1942 the American-Philippine Force had been evacuated to Bataan. In the occupied area there were no rice mills. However, there were rice mills in the town of Orani, Bataan, and the following named Czechs volunteered to go forward to Orani, which was at that time between the lines, dismantle the rice mills, and bring them back to Bataan, and set them up. This they did, remaining under fire for 36 hours. That we were able to supply rice to the troops in Bataan after the middle of February was due greatly to the devotion of these volunteers.

1. Dr. Paul Fuchs (Died in Camp O Donnel)
2. John Bzoch (Died. Left Bilibid Dec. 13, 1944 for Japan)
3. Leo Herman
4. Fred Hermann
5. Fred Lenk
6. Otto Hirsch
7. Ernest Moravek

It is my belief that such outstanding service and quiet heroism deserve some mention from higher authority than a mere Colonel of Quartermaster, and I respectfully request that the men whose names are mentioned be given whatever recognition through the State Department that our Government can give.

A more complete account of the general work of these volunteers will be furnished in another letter to you.

M. A. QUINN,
Colonel, QMC

EXHIBIT "C"

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1974

OFFICER PERSONNEL ASSIGNED OR ATTACHED TO MOTOR
TRANSPORT SERVICE, LUZON FORCE. *INDICATES DECEASED PERSONNEL

Assigned, Philippine Motor Transport Depot - as of December 8, 1941

	<u>Present Rank</u>
Lt. Col. M. A. Quinn, QMC	Colonel
* Major John B. Brettell, QMC	Lt. Colonel
Capt. A. J. Montgomery, QMC	Lt. Colonel
Capt. James E. Trippe, QMC	Lt. Colonel
* Capt. Joseph Adams, QMC	
1st Lt. John E. Shanks, QMC	Lt. Colonel
1st Lt. D. S. Robins	Major
* 1st Lt. Persia S. Robinson, QMC	Captain
* 1st Lt. Neil J. Hoyt, QMC	

Enlisted Men Commissioned on Bataan

2d Lt. Tony J. Wheeler, QMC	1st Lt.
* 2d Lt. A. Schwartz, QMC	
* 2d Lt. Henry Horn, QMC	
* 2d Lt. Lester J. Peterson	
? 2d Lt. Williard E. Abel	

Officer personnel attached to Motor Transport Service
prior or after withdrawal to Bataan

Lt. Colonel Donovan Swanton, Inf	Colonel
* Lt. Colonel Frank Bogar, QMC	
* Major Thaddeus Smythe, Inf	Lt. Colonel
* Major Howard Cavender, QMC	
* Major Robert Ennis	
Capt. George E. Orr (CAC) QMC	Lt. Colonel
Capt. Benjamin Stakes, Inf	Major

EXHIBIT "D"

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Present Rank

*Capt. Franks QMC

*Capt. Marvin A. Tannehill, QMC

1st Lt. G. Daman, QMC

Captain

*1st Lt. James Remington, QMC

*1st Lt. Edward Burgess, QMC

1st Lt. William Madden, QMC

Captain

*1st Lt. Burson, QMC

*2nd Lt. Joseph L. Burke, QMC

Civilians Commissioned on Bataan

*Capt. Lee Stevens, QMC

Capt. Kay Derrick, QMC

Major

*William Grove, QMC

*Deyneek, QMC

1st Lt. Lee Sherwood, QMC

Captain

1st Lt. Richard Hedrick, QMC

Captain

1st Lt. Robert Burke, QMC

Captain

1st Lt. Frank Burgess, QMC

Captain

*1st Lt. Edward Gable, QMC

*James E. Robb, QMC

*William Burrell, QMC

British Army

*1st Lt. R. C. M. Swan

*1st Lt. Robert Yearsley

Philippine Army

? 1st Lt. Alfredo Ramirez, MC
Guzuran

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NOT TO BE REMOVED FROM THIS PAPER.
PHILIPPINE QUARTERMASTER DEPOT
OFFICE OF THE COMMANDING OFFICER
PORT AREA, MANILA, P.I.

File No. 451

Use this slip for all notes in connection with this paper. All notes will be NUMBERED CONSECUTIVELY at the left-hand side of the slip, dated, and initialed. Papers transmitted should have attached all records necessary for intelligent action. A line will be drawn the full width of the slip below each note.

PMID December 18, 1941.

(1) To CG, USAFFE, Manila (Thru Dept. CM).

1. In spite of repeated requests to have something done regarding the wholesale and unauthorized commandeering of automobiles, the practice is growing, or at least is continuing. Enclosed herewith are letters from Luzon Brokerage Co., Kuenle & Streiff, Inc., a report from Corporal Melvin Caldwell, a bill from the Malate Taxicab & Garage Co. for P325.89, and a letter from General Lim signed by Captain Montemayor, Adjutant, directing the commandeering of vehicles in the district of the 41st Division. These are only a few of similar complaints that have come to the attention of this office. Most complaints have been verbal or by telephone.

2. In addition to the above, it is reported that vehicles and merchandise belonging to alien enemies at Balintawak Brewery and O'Racca Candy Co., also the Red Star Stores and the Mori Bicycle Co., which were to have been taken over in compliance with the Rules of Land Warfare, had already been raided by other activities of the U. S. Army, Philippine Army or by unauthorized persons when we went to acquire the various properties.

3. Aside from the morality involved, the demoralizing effect upon civilians to be robbed of their cars and personal rights is too great to need any stressing. Indiscriminate commandeering of motor cars must necessarily lead to indiscriminate misuse of property. Therefore some steps must be taken, and immediately, to bring all motor vehicles under some central control.

4. This office has acquired trucks but has always given a receipt for commandeered vehicles which has been satisfactory to the respective owners. No private passenger cars have been commandeered. As a matter of fact, we have refused to purchase cars from individuals because the necessity had not yet arisen where we will need to take used cars.

M A Q
CO.

Certified true copy:
S/ Robert C. Phelps

T/ ROBERT C. PHELPS,
Captain, JAGD,
Investigating Officer.

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1977

HEADQUARTERS
UNITED STATES ARMY FORCES IN THE FAR EAST
OFFICE OF THE COMMANDING GENERAL
MANILA, P. I.

In Reply
Refer To:

451
Misc-AG-j

December 18, 1941

Subject: Report on Motor Vehicles.

To: Commanding General, North Luzon Force,
Commanding General, South Luzon Force,
Commanding General, Philippine Division.

1. This Headquarters is in receipt of information which indicates that force and division commanders have procured large numbers of busses, trucks, and privately owned vehicles which are now being held under control of your units.

2. These vehicles must be accounted for, their possession in the hands of the army must be placed on a legal basis, and the owners thereof must be reimbursed for the service rendered the United States Army. Furthermore, it is necessary that this Headquarters have a record of vehicles in order that plans may be made for distribution of Class III Supplies.

3. It is therefore desired that all force and division commanders render a report with the least practicable delay covering all privately owned commercial transportation in their possession. A form for rendition of report is attached herewith. Care will be exercised to insure that every privately owned vehicle under control of reporting officers is accounted for. A separate report is desired for each division and for Force Headquarters.

By command of Lieutenant General MacARTHUR:

CARL H. SEALS,
Colonel, A.G.D.,
Adjutant General.

1 Incl.
Model Form for Commercial
Motor Transportation Report.

Copy for G-4

Certified true copy:

S/ Robert G. Phelps,
T/ ROBERT G. PHELPS,
Captain, JAGD

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1978

WAR DEPARTMENT

OFFICE OF THE QUARTERMASTER GENERAL
WASHINGTON 25, D. C.

IN REPLY REFER TO QMGE 319.1
(Philippines)


15 August 1946

SUBJECT: Report of Operations Quartermaster Corps, United States Army
in the Philippine Campaign 1941-1942.

TO: The Casualty Branch, Adjutant General's Office.
ATTENTION: Miss Gold, Room 1 E 529, Pentagon.

1. In compliance with your telephone request, this date, there is
inclosed a copy of Report of Operations Quartermaster Corps, United States
Army in the Philippine Campaign, 1941-1942, by Brigadier General Charles C.
Drake, USA.

FOR THE QUARTERMASTER GENERAL:


WM. J. McDONALD,
Colonel, Q.M.C.,
Assistant.

1 Incl.
Report.

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AG War
Washington, D.C.

Pursuant to authority contained in WD radiograms numbers 763 Dec. 11, 1941 and 1229 March 24, 1942—following officers accept temporary appointments as indicated: Effective March 2nd appointed per Para. 3, S.O. 55 Hq. USAFFE, Feb. 28th to be:

Capt. Robert H. Arnold O-358092 S.C.

Effective March 26, appointed per Para. 2, S.O. 4, Hq. USFIP March 26, to be:

Colonel	Nivoll F. Galbraith	O-11588	G.S.C.
Colonel	Munez C. Pilet	O-15931	G.S.C.
Colonel	Theodore J. Sledge	O-5817	Inf.
Colonel	Lee C. Vance	O-15382	Car.
Colonel	Stuart O. Wood	O-16857	F.A.

to be: Lt. Colonel	Hampden C. Montgomery	O-17271	Inf.
Lt. Colonel	John R. Pugh	O-18790	Car.
Lt. Colonel	Thomas M. Tarpley, Jr.	O-17325	A.G.D.
Lt. Colonel	Thomas J. H. Trapnell	O-16782	Car.

to be: Major Thomas Dooley O-328542 Car.

Effective March 10, appointed per Para. 3, S.O. 65 Hq. USAFFE March 10, to be:

Lt. Colonel Joseph Ganahl O-17854 F.A.

Wainwright AG 210.2 (3-27-42)

WTJ RK 231 WD

FT Mills PI 850P Mar. 27

AG WAR

Washn. D.C.

Pursuant to authority contained in HQ radiograms numbers 763 Dec. 11, 1941 and 1279 March 24, 1942 - following officers accept temporary appointments as indicated: effective March 25, appointed per Para. 3, S.O. 55 Hq. USAFFE, Feb. 28th to be
Capt. Robert H. Arnold 0-358092 S.C.

Effective March 26, appointed per Para. 2, S.O. 4, Hq. USFIP March 26 to be

- Colonel Nicoll J. Galbraith 0-11588 G.S.C.
- ✓ Nunez G. Pilet 0-15931 G.S.C.
- ✓ Theodore J. Sledge 0-5817 Inf.
- ✓ Lee G. Vance 0-15382 Cav.
- ✓ Stuart O. Wood 0-16857 Lt.

- to be Lt. Col. Hampden G. Montgomery 0-17271 Inf.
- - John R. Rugh 0-18790 Cav.
- - Thomas M. Tarsley, Jr. 0-17375 A.S.D.
- - Thomas J. H. Trappell 0-16782 Cav.
- - Major Thomas Doolley 0-328542 Cav.

Effective Mar. 10, appointed per Para. 3 S.O. 65 Hq. USAFFE Mar. 10, to be Lt. Col. Joseph Garabell
0-17854 Lt. Col. Hainwright

AG 2102 (3-27-42)



DECLASSIFIED
Authority AMD 883078

8 March 1946

SUBJECT: Report of Army Transport Service Activities in the Philippine Islands from 8 December 1941 to 6 May 1942.

TO: Brig. General Charles C. Drake, QMC

1. The following narrative report on the above subject is submitted. All statements are subject to correction, since it is hardly possible to make an accurate report without adequate records. All data is based on memory, together with such information as could be obtained from other Prisoners of War. This was checked against the few records which have been found in The Office of The Quartermaster General and the Office of The chief of Transportation. All Army Transport Service records were either destroyed or lost on Corregidor.

2. The Office of The Superintendent Army Transport Service Manila was a separate organization not under the direction of the Quartermaster Philippine Department. The Superintendent was assigned by The War Department, and functioned as the direct representative of the Quartermaster General, as well as being a member of the staff of the Commanding General Philippine Department. The Army Transport Service, Philippine Islands was not absorbed by The Transportation Corps upon its organization in March of 6 May 1942. With the establishment of U.S.A.F.F.E. Headquarters on the 29 of July 1941, orders were issued directly by the QM USAFFE, but it was not made a part of that Headquarters until after the first of January 1942. We functioned directly, however, under General Drake, as of the 25th of December 1941, upon the departure of Headquarters Philippine Department from Manila. Plans had been completed for taking over Piers 3 and 7 in the Port Area Manila, prior to the declaration of war, but actual control had been suspended pending the clearing of cargo from the piers by the Manila Port Terminal Authorities. However, Pier 7 was in partial use by the ATS for several months prior to the commencement of hostilities. In addition to the regularly scheduled passenger and freight transports which had increased from an average of 8 per fiscal year to an estimated average of 60 for the fiscal year of 1942, approximately 100 cargo vessels transporting 875,000 tons of supplies and equipment for the Philippine Army were due to arrive in Manila between the 1st of January and the 1st of April 1942. In addition, other vessels, with several thousand troops and their organization equipment were expected. Pier 1, the original ATS pier was to be used for the discharge and loading of the regular transports, the other vessels to be handled at piers 3 and 7 (6 berths) and in the harbor, leaving pier 5 for commercial cargo. Plans were complete for this undertaking. Mr. Arthur Evans, Customs Adviser for the Commonwealth Government, and I were designated to make the necessary arrangements for transferring control of the piers. Additional officers had been assigned to the ATS, additional civilian personnel employed, and launches, tugs and barges tentatively engaged. We

were, therefore, in excellent shape, so far as personnel, material and supplies were concerned.

3. In accordance with instructions received from Headquarters USAFFE, all piers, including pier 5 and the bulkhead warehouse between piers 3 and 5 were taken over shortly after 8 December, as well as the entire Customs Zone Area adjacent to the piers. The Office of the Superintendent ATS was moved to the Custom House opposite Pier 5, a more central location, and control was exercised from there until the evacuation of Manila the night of 31 December. All other Army Depots and offices were moved from the port area to suitable locations. Instructions were received on or about 12 December to clear the piers of all cargo, and thousands of tons were moved into storage within the area, and such supplies as could be used by the Army and so designated by the responsible officers, were turned over to the various depots, including subsistence, medical and construction material, motor vehicles and other stores. Several vessels with cargo required by various activities, were discharge wholly or in part. Some two hundred motor vehicles were used to transfer the cargo out of the area.

4. In addition to the activity on the Commonwealth piers, supplies for Corregidor, and later in the month for Bataan, were loaded at the ATS piers (Pier 1 and Piers A and B) and in the Pasig River, and dispatched at night. Approximately 300 barge loads were sent to Corregidor and Bataan during December, including barges towed for other activities. One hundred tons of cargo per barge is a conservative estimate. Troops and supplies were dispatched during this period to the Sothern Islands, and several vessels were sent to Bataan to discharge cargo which could be used, and for receipt of which the Commanding Officer, Philippine Quartermaster Depot, had made arrangements.

5. Although Cavite, Nichols Field, and ships in the harbor were bombe early in the month, the Port Area was not seriously damaged until about the 20th of December. From this date until 31st of December, there were several air raids causing considerable damage to the piers, vessels and other installations, but there was not interruption in water transportation, other than brief periods of inactivity while a raid was actually in progress. All requests for transportation were complied with, and all supplies turned over to the ATS transported to their destinations. Regular passenger service was maintained with Corregidor.

6. An Army and Navy joint agreement for war-time control of pier facilities and allocation of shipping was in existence, but although no instructions were received that this plan had been place into effect, there was little difficulty in obtaining vessels. The ATS was in constant communication with the Port Director USN, who controlled movements of merchant vessels. Requisitions of vessels were made jointly by Lt. (now Commander) Charles Parsons USNR, Assistant Port Director, and myself. Some difficulty was en countered in obtaining sufficient labor for loading ships and barges

There was a tendency on the part of native labor to remain away from the area, particularly after the bombing became severe. However this shortage was met by American and British volunteers, mostly Manila business men, unused to manual labor, about two hundred of whom worked along side of the loyal native laborers on the nights of 29, 30, and 31 of December, until all cargo was loaded and dispatched.

7. On or about the 28 of December, instructions were received to move all water transportation in Manila to Bataan and Corregidor, and about three hundred vessels of all types were anchored off the Bataan and Corregidor shores by the 31 of December. Many of these vessels, including practically all barges, were without crews, and lacked towing and mooring lines. Vessels not capable of movement were destroyed.

8. An advance echelon of the ATS moved to Corregidor on 24 December, and the final element sailed at 3:30 A.M. 1 January 1942, the last unit to leave Manila. An inspection of all piers was made prior to departure to insure that no cargo remained behind. Prior to our arrival at Corregidor, an air raid on 29 December sank or damaged a number of vessels, and on the 4th and 5th of January, other raids caused additional damage. Several barges with rations, and cargo, including subsistence for Bataan were sunk. The ATS office was destroyed. The Operations Office was then established in the cold-storage building which, while considered a bomb proof structure, was the target for many aerial attacks. In accordance with the recommendations of the Commanding General of the harbor defenses, the ATS assumed operation of the piers, and water transportation between Corregidor and the other fortified islands. Feery and barge service was established to Bataan. Navigation heads were established at Cabcaben, Mariveles, Linao and Sisimon, with headquarters at Cabcaben. Linao was later discontinued, and Mariveles used almost entirely by the Navy. Prior to 5 January facilities for discharging cargo on Bataan were under the Quartermaster Philippine Department and former personnel of the Philippine QM Depot. The ATS installation on Bataan continued to function until 0700 on the 9th of April 1942. Cabcaben was heavily bombed several times prior to the date; however, all cargo was handled promptly, and passenger service continued without interruption until the fall of Bataan. The dock area on Corregidor and vessels were bombed and shelled on numerous occasions between 1 January and 6 May, but there was no serious interference with local transportation. Several vessels were lost or damaged. Fortunately, all vessels originally assigned were in excellent condition despite their advanced age, and had been recently dry-docked. It was always possible to make repairs promptly as required, frequently under fire. Vessels arriving from Cebu or other ports outside Manila Bay with cargo, mainly subsistence, were unloaded promptly at night.

9. Upon the evacuation of Manila the necessity for a primary port on Manila Bay was greatly reduced. Facilities for discharge of cargo at Corregidor were inadequate except for a limited number of vessels not exceeding one thousand cargo tons. There

was constant damage from bombing and shelling. The enemy paid little attention to the movement of small vessels in the Bay, but large vessels were conspicuous and would undoubtedly be observed. It appeared to be the best plan to establish a sub-port in the south where vessels from Australia could be discharged, and balanced rations and supplies loaded into small vessels preferably not exceeding five hundred cargo tons for transfer to Corregidor and Mariveles. These vessels could be brought alongside a pier and discharge in one night, all cargo being in storage or on covered lighters off the Bataan Beach before daylight. Cebu was, therefore, selected as possessing the most adequate facilities for the purpose in view. One officer (Major; later Lt. Colonel, C. Z. Byrd, QMC) was sent to that port about the 10th of February to organize the ATS facilities. Several vessels were loaded with badly needed supplies, but except for those noted as arriving safely in later paragraphs, these vessels were sunk, captured or destroyed at Cebu to prevent capture. The ATS at Cebu was at first under the superintendent ATS USAFFE, later under the Port Commander at Cebu (Colonel John D. Cook, QMC). Prior to the fall of Cebu several vessels arrived there or at ports in Mindanao, with cargo from Australia intended for forwarding to Bataan. Among those arriving were the S.S. Coast Farmer, S.S. Anhui, and the Dona Natl. Others, including the Florence D. Don Isidro, were reported sunk en route.

10. Transportation was sent to Mariveles on the nights of 8 and 9 April 1942, to move such units as were designated by a G-4 representative to Corregidor. About three thousand officers, nurses and men were evacuated. A total of seven thousand could have been moved on the available vessels if it had been desired. Some material, chiefly anti-air craft guns and equipment was also transferred to Corregidor. All serviceable self-propelled vessels were moved from Bataan, as well as one water barge and such lorchas and scows as could be used in supplying Fts Hughes, Drum and Frank.

11. After the fall of Bataan, the dock area on Corregidor, which had been previously bombed and shelled from the Cavite shore, was under additional artillery fire from Bataan. Several vessels were sunk in the North Harbor, and others, which had been moved to the South Harbor for greater security, were bombed or shelled and destroyed. However, our vessels continued regularly scheduled trips to the out-post with passengers, cargo, and water. On the nights of 5 and 6 May during the enemy landing on Corregidor, 3 vessels were employed on this duty.

12. The following officers were assigned to the Army Transport Service. Those known to be dead are so indicated.

- 1.-Colonel Frederick A. Ward, O-7566, QMC, Superintendent ATS
- 2 -Colonel Joseph A. Kramer, QMC, Executive Officer ATS, Corregidor.
- 3 -Lt. Colonel Edwin V. Kerr, O-12304, FA, Commanding

Officer of Troops, USAT Don Esteban, transferred to 11 Corps Luzon. Died on board Jap Prison Ship Oryoko Maru, enroute Japan.

- 4.-Lt. Colonel Cornelius Z. Byrd, O-17760, Inf (QMC) Executive Officer ATS, Manila and Corregidor and Assistant Superintendent ATS, Cebu, died at Camp 3, Moji, Japan.
- 5 -Major Joseph J. Hughes, O-268858, QMC, Assistant Superintendent ATS, Bataan, died December 44, on board Jap Prison Ship enroute to Japan.
- 6 -Major Walter A. White, O-278768, QMC, Administrative Officer, ATS, Corregidor.
- 7 -Major Robert H. Ennis, QMC, Maintenance and Repair Officer ATS, Corregidor, transferred to Motor Transport Service, died at Cabanatuan, Prison Camp, 2 September 42.
- 8 -Major Arthur E. Strang, QMC, Officer-in-Charge, ATS activities at Mariveles, Bataan.
- 9 -Major Thomas W. Jurieka, QMC, Operations Officer, ATS, Cebu, escaped to Australia.
- 10 -Captain James H. Baldwin, O-384778, QMC, Operations Officer, ATS, Corregidor.
- 11 -Captain J.O. Zimmerman, QMC, Assistant Operations Officer, ATS, Corregidor.
- 12 -Captain William J. Wilson, QMC, QM USAT, Don Esteban.
- 13 -Captain John Hinck. QMC, QM USAT, Don Esteban, died in Australia about 1 December 41.
- 14 -Captain Orville J. Fossum, INF, QM USAT, Elcano, reported dead in Japanese prison Camp at Davao, Mindanao.
- 15 -Captain M. E. Cleland, Jr., QMC, Maintenance and Repair Officer ATS Cebu. No information as to present status.
- 16 -1st Lt. William E. Holton, CAC, Assistant Operations Officer ATS Corregidor, reported dead on Japanese Prison Ship enroute to Japan.
- 17 -1st Lieutenant Burson, QMC, Assistant to the Assistant Superintendent ATS Cabcaban, Bataan. Transferred to Infantry. Reported as missing on surrender of Bataan.
- 18 -1st Lt. Graham S. Mallet, O-1385061, Assistant to the Assistant Superintendent ATS, Cabcaban, Bataan, Died in prison camp at Tanagawa, Japan, 1943.
- 19 -2nd Lt. Barry Baldwin, O-890029, QMC, Assistant Operations and Supply Officer ATS, Corregidor, died 3 February 1943, at Tanagawa, Japan.
- 20 -2nd Lt. Richard E. Harris, QMC, Assistant to the Assistant Superintendent AT, Cabcaban, Bataan, reported dead in Cabanatuan Prison Camp.
- 21 -2nd Lt. Grainger, QMC, Assistant to the Assistant Superintendent ATS, Cebu, reported 29th Replacement Depot, Philippines enroute to U.S. about the 1st October 45.
- 22 -2nd Lt. Claussen, QMC, Assistant to the Assistant Superintendent ATS, Cebu. No date as to present status.
- 23 -2nd Lt. George Holmes, QMC, Former Staff Sgt. QMC, on USAT Don Esteban, appointed 2nd Lt. by Commanding General Cebu Forces, temporary duty with Cebu QM Depot. Died on Japanese Prison Ship, Oryoku, Maru enroute to Japan.

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- 24 -Warrant Officer Charles W. Audet, W-901831, AMPS Assistant Operations Officer ATS Corregidor last known to have been in Cabanatuan Prison Camp.
- 25 -Lt (JG) Donaldson USNR, Commanding Officer USHB Henry Keswick, killed in action April 9, 1942.
- 26 -Ensign Robert L. Glatt (CC) USNR), Maintenance and Repair Officer ATS Cooregidor, died on Japanese Prison Ship Oryoku, Maru enroute to Japan, December 1944.
- 27 -Ensign H.C. Whitman (CC) USNR, Assistant Maintenance and Repair Officer, ATS, Corregidor, died on Japanese Prison Ship enroute to Japan December 1944.
- 28 -Ensign James M. McGrath, USNR, 1st Assistant Engineer USAT Yusang.
- 29 -Machinest H. Dobbler, USN, 2nd Assistant Engineer USAT Yusang, no data as to present status;

Approximately 540 civilian employees and fifteen enlisted men, Army and Navy, were regularly assigned to vessels or on shore duty at Corregidor and Bataan. This number was increased to approximately twelve hundred enlisted men and civilians for brief periods when labor was required for discharging vessels. The total assigned to vessels operating from Cebu or on shore duty there is unknown. No accurate estimate of casualties can be made. Many crew members were missing from sunken vessels, and many died as Prisoners of War. Others were killed on Bataan and Corregidor, and earlier on Manila and Cavite. Performance of duty by all concerned was most excellent. Only essential civilians were taken to Corregidor, Bataan and afloat; all were continuously on duty for five months. The four Navy Officers assigned at my request by the Commandant 16th Naval District rendered especially efficient service. Mr. N.M. Milson, Superintendent Engineer, was responsible under Ensign Robert L. Glatt (CC) USNR for the repairs to all vessels. He displayed exceptional devotion to duty. It is impossible to give adequate credit to the officers and crews of the various vessels; American, Filipinos, British, and Scandinavians for their many individual acts of heroism. Several distinguished service crosses and silver stars were awarded to Military and Civilian personnel during the War. Others have been recommended by me and additional recommendations will be made.

13. The following vessels were assigned to the ATS or HBS prior to 7 December 1941. Those chartered are so indicated. All others were US property.

1. The USAT Don Esteban chartered from DeLaRama Steamship Company, about fifteen hundred gross tons. Originally chartered to transport passengers and cargo to Rabaul, Singapore and Port Darwin. Diesel Motor vessel. Bombed and burned at Pduan Bay,

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Mandoro 28 February 1942, enroute from Cebu to Corregidor with rations. Crew escaped to Cebu. Captain W.J. Wilson, OMC, CO, of Troops and transport QM should have information re status of crew members.

2. USHB Mambukal --Chartered from DeLaRama, Steamship Co. Assigned to Harbor Defenses Manila and Subic Bays. Used as passenger vessel between Corregidor and Manila. Sunk in collision with USHB Neptune 24 December 1941 off Cavite.
3. USHB Neptune --Chartered from Luzon Stevedoring Company. Assigned to Harbor Defense of Manila and Subic Bays used as auxilliary mine planter and harbor boat. Shelled and burned 20 February 1942 at Ft. Frank, while discharging cargo. Colonel Joseph P. Kohn, CAC should be able to furnish information re charter of this vessel.
4. USMP Harrison --Mine Planter assigned to Harbor Defenses. Bombed 2 May 1942, later repaired and being used by the Japs at the end of 1942.
5. USHB General John McHyde --Harbor Boat. Bombed and damaged Cavite Navy Yard 10 December 41. Shelled and sunk North Harbor, Corregidor 9 April 1942.
6. USHB Miley --Harbor Boat -- Bombed in Port Area, Manila 24 December 41. Bombed in Pasig River, Manila 27 December 41. Towed to Corregidor and repaired. Bombed in South Harbor Corregidor 23 April 42, sunk 25 April 1942.

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- Launch Mitchell - Missing 6 May 1942, Corregidor
- Launch McConville - Missing 6 May 1942, Corregidor
- Launch Jewell - Reported sunk about 4 May 1942 at Corregidor
- Launch Ledyard - Assigned Ft. Wint, sunk at Olongapo 26 December 1941 to prevent capture.
- Launch Geary - Missing 6 May 1942, Corregidor
- Launch Adams - Bombed and sunk 4 January 1942 at Corregidor
- Launch Tilly - Missing 6 May 1942, Corregidor
- Launch Forby - Missing 6 May 1942, Corregidor
- Launch Maxwell - Assigned Commanding General, Philippine Department, Bombed and sunk 5 January 1942 at Corregidor
- Launch Evelyn - Chartered, assigned Ft. Mills, Sunk 4 January 1942 at Corregidor by bombing
- Launch Suntay 11 - Chartered, assigned Ft. Mills. Sunk 5 January 1942 at Corregidor by bombing.
- Launch Pelican - Sunk or captured at Zamboanga, Mindanao
- Launch J54 - Air Corps vessel operated by ATS. Went adrift from USAT Don Esteban, 15 February 1942
- Launch J161 - Probably sunk South Harbor, Corregidor, 5 May 1942
- Launch J162 - Bombed and sunk 4 January 1942 at Corregidor
- Launch J163 - Bombed and sunk 5 January 1942 At Corregidor
- Launch J230 - Sunk 6 May 1942 at Cabcaban, Bataan
- D Boat 163 - Coast Artillery Vessel, sunk 24 April 1942 at Corregidor
- 12 Mine Yawls - Coast Artillery - 7 sunk 1 January to 5 May 1942, 5 reported destroyed 6 May 1942 to prevent capture.
- Water Barge 89 - Captured 9 April 1942 at Bataan
- Water Barge 145 - Bombed and sunk about 3 May 1942 South Harbor, Corregidor
- Maintenance Barge 181 - Bombed and sunk 29 December 1941 at Corregidor

Derick Barge 168 - Bombed and beached 5 January 1942, North Harbor, Corregidor

14 Scows - All not previously sunk captured 9 April 1942 at Bataan except Scow 154, captured 6 May 1942 at Corregidor

Nos. 154, 155, 156, 158, 159, 160, 161, 162, 163, 164, 165, 167, 169, 170

9 Lorchas - All not previously sunk captured 9 April 1942 at Bataan except 1 captured at Corregidor 6 May 1942

Nos. 84, 85, 86, 88, 99, 100, 101, 102, 103

2 Chartered Scows - 1 assigned Ft. Mills, sunk. 1 assigned Ft. Wint destroyed 26 December 1941 to prevent capture.

Of the above vessels nearly all were damaged by bombing and shelling on various dates. The launches reported missing may have been either sunk or captured.

(The following ocean going or coastwise vessels were acquired by charter or requisition after 7 December 1941. Whenever owners or agents could be contacted formal charter party was accomplished, otherwise the Master, if present, was notified that settlement would be made after termination of hostilities. In some cases vessels had been abandoned by crews and crews were assigned from available ATS personnel.)

- Bokol II - Owner La "aviera Filipina. This vessel made two trips to Looc Bay, Cavite Province and returned with cargoes of rice and cattle. Sunk 8 April 1942. Requisitioned at Corregidor. Approximately 800 gross tons.
- Legaspi - Chartered at Corregidor. Owners were Philippine Steam Navigation Co. Made two voyages from Corregidor to Capiz and returned with cargoes mainly subsistence. Shelled and scuttled by crew at Porto Calera, Mindoro 1 March 1942 en route from Capiz Panay with cargo.
- Elcano - Chartered by ATS Cebu. Arrived Corregidor 26 February 1942 with 1100 tons supplies. Shelled and sunk off Fort Hughes Manila Bay 6 May 1942. Owners were the Philippine Steam Navigation Co. This vessel and the Legaspi were approximately 2000 gross tons.
- Yuseng - Requisitioned at Corregidor. Taken over February 1942. Small cargo mostly pepper requisitioned. Loaded with airplane bombs for Del Monte, Mindanao. Bombed and sunk Mariveles Bay 8 April 1942. Master's name, Harris. Owners were Jardine Mathieson. Vessel was of about 4000 gross tons.
- Kolombugan - Requisitioned at Corregidor. Made two trips to Looc Bay, Cavite Province for rice and cattle. Disappeared en route to Capiz Panay to load supplies about 1 March 1942. (Captured intact by Japanese). Owners were Madrigal & Co.
- Kaiping - British. Not requisitioned or chartered. Abandoned and sinking, Manila Bay. Salvaged by ATS and beached on Bataan beach. Cargo of 5000 tons coal. Approximately two-thirds salvaged and used by ATS vessels and for fuel at Corregidor. Vessel was about 5500 to 6000 gross tons.
- Estrella - Caltex - American tanker (Texas oil Co., owners). Chartered at Cebu. Bombed, sunk off Lubang Island 22 February 1942 en route to Mariveles, Bataan with oil and gasoline for Corregidor.
- Don Jose - Not chartered or requisitioned. Ordered to Bataan by Commanding Officer, Philippine QM Depot to discharge cargo of flour. Bombed and set afire off Corregidor 29 December 1941. Part of cargo and bunker oil salvaged. Owners, Madrigal & Co., Manila, vessel was about 8500 tons gross.

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- Floricitá - Abandoned and aground, North Harbor, Corregidor. Towed to Mariveles. Dry docked and repaired by Navy. Sunk in Mariveles Harbor 9 April 1942. Believe owners to be Dee C. Chuan^{ca} Co., Lumber exporters.
- Hai Kwan - British tanker. Requisitioned at Corregidor. Sent to Cebu where, after drydocking, was loaded with deisel fuel and gasoline, then proceeded to Iloilo to await air escort to Corregidor. Believe destroyed before Japs entered Iloilo. Master's name, Thistlethwaite.
- Princesa - Chartered in Cebu. Arrived Corregidor 21 February 1942 with 700 tons subsistence. Returned to Cebu. Believed captured there 15 March 1942.
- Panay - Questionable if this vessel was actually acquired by U.S. Bombed and sunk Campomanes Bay Negros Occidental, 30 December 1941 en route to Southern Forces with cargo of arms and ammunition. Col. Wade D. Killen, O11131 Inf. should be able to furnish further information re this vessel. About 2500 gross tons.
- Cia de Filipines - Chartered in Cebu. Bombed and sunk off Mindoro 21 February 1942 with cargo mainly corn and rice en route from Cebu to Corregidor. Owners Tabacalera.
- Lepus - Chartered in Cebu. Madrigal & Co, owners. Bombed and damaged off Palawan 28 February 1942 en route to Corregidor with cargo. Reported in Nippon Times 31 March 1943 as captured with 1300 tons cargo mainly subsistence. J. Medina, Master.
- (VAGA)
- (Mayon - Chartered for 1 voyage by OLUSAFFE to transport troops and cargo to Del Monte, Mindanao, 29 December 1941. Bombed off Mindoro 30 December 1941. Later taken over in Cebu. Believed to have been chartered by Asst. Superintendent, ATS, Cebu. Shelled and burned at Nasipit, Mindanao, 28 February 1942, while loading supplies. Later used for fuel storage by Philippine Guerilla forces. Owners, Madrigal & Co. Operated by Elizalde & Co. Approximately 3000 gross tons.)
- Agustina - Shelled and sunk, Bugo Mindanao, 28 February 1942 while loading cargo. (also reported as sunk 3 March 1942). Col. Wade D. Killen, O11131, Inf and Col. William P. Morse, O5106 are believed to have witnessed sinking of this vessel. No date as to charter.
- Enilia - Same remarks as Agustina above.
- Regulus - Captured near Ilin Island, Mindoro 7 March 1942 with rations from Cebu for Bataan taken over in Cebu. Madrigal & Co. owners.

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- Governor Smith - Bombed and sunk off Coron Island, 7 March 1942 with rations from Cebu for Bataan. Taken over in Cebu.
- Venus - Shelled north of Cebu Island 10 March 1942. Destroyed by crew Elizalde & Co., owners, No data as to charter.
- Princess of Negros - Captured at San Carlos, Negros, 10 March 1942. Turned over to Philippine Commonwealth Government for use of President Quezon. 435 tons Dwt. Negros Navigation Co., owners.
- Bolinao - Bombed 14 March 1942. Captured 15 March 1942 at Toledo, Cebu. No data as to charter.
- Surigao - Either captured or destroyed by crew to prevent capture at Iloilo, Panay about 9 April 1942 with cargo of rations for Bataan. Probably taken over at Iloilo.
- Katipunan - Reported destroyed at Cagayan Misamis 3 May 1942 to prevent capture. Status unknown.
- Fortuna - Taken over in Iloilo. Sent to Culion and Palawan with cargo in February 1942. Bombed and burned North of Palawan, February or March 1942. Gross tonnage about 250.
- Canlaon 11 (or Kanlaon 11) sunk or destroyed to prevent capture at Cebu 10 March 1942. De La Rama SS Col, owners. Chartered at Cebu.
- Candesa - Iloilo-Bacolod ferry. Reported sent to Mindanao. Possibly captured in Bokol. Status unknown.
- Henry Keswick - Ocean-going tug. British owners Jardine Mathieson-Whampoa Dock Co., Hong Kong. Used by ATS December 1941 to tow barges to Corregidor. Abandoned by crew in Manila Bay. Salvage party sent to Manila 2 January after occupation of city by Japanese forces to salvage vessel and tow to Corregidor. Sunk 10 April 1942 by shelling at Corregidor at which time it was in use as an ATS vessel.

The above vessels are all known or believed to have been officially acquired by the ATS. In addition the following vessels may have been used by the Visayan-Mindanao Force or the ATS Cebu. Status of these vessels is undetermined.

- P. Aboitiz - Reported sunk at Bugo, Mindanao
- Basilan - Reported sunk at Cebu. 3000 tons dwt.
- Governor Taft - Reported sunk near Culion, March 1942.
- Governor Wood - Same as Governor Taft.

Luzon - Reported sunk at Nosipit Mindanao
Paulino - No data
Princess of Cebu - No data
Samal - Reported sent to Cagayan Misamis with 2.95 guns, December 1941.
Moago - No data
Santo Domingo - Reported adrift in San Bernardino Straits early December 1941.
Rizal - No data
Opon - Reported sunk at Cebu
Three Sisters - No data
Tagbilaran - No data
Dumaguete - Reported sunk at Bugo, Mindanao
F. Escano - No data

It is possible that Major Thomas W. Jurika, QMC, formerly assistant to the Asst. Superintendent ATS Cebu may have some information re the above vessels taken over in Cebu. He was last reported en route from Manila to Camp Dix, New Jersey for separation. Mr. Charles P. Martin, understood to be at present in Cebu, was employed as Marine Superintendent, ATS, Cebu at the time vessels were taken over at that port. Colonel John D. Cook, O6160, QMC, was Port Commander, Cebu.

In addition to the larger vessels above, launches, barges and other small vessels were taken over as follows.

Crown - Motor launch. Damaged and sunk 26 April 1942 at Corregidor. Chartered. James H. Baldwin, owner.
Nilad - Motor launch. Sink 4 May 1942 at Corregidor. Requisitioned from Manila Yacht Club.
Bertha - Requisitioned from Manila Yacht Club. Destroyed at Corregidor 25 April 1942.
Jem - Missing, later reported captured 6 May 1942 at Corregidor. Previously bombed and damaged. Abandoned in Manila by Navy. Requisitioned by ATS 26 December 1941. John W. Hausserman, owner. Diesel yacht.
Kentucky - Motor launch. Taken over by Construction service, QMC, in Manila. Sunk 29 December 1941 at Corregidor.

(ed) (Hr)
Louisville - Same as Kentucky.

Customs IV (Nighthawk) - Philippine Commonwealth Government launch. Assigned to Engineers. Sunk at Engineer Dock, Corregidor, 4 May 1942.

Eugene - Motor launch. Used by Engineers. No record of acquisition by ATS.

Active - Motor launch. 38 gross tons. Requisitioned from Luzon Stevedoring Company and assigned to Engineers who used it at Ariveles and Corregidor until May 3, 1942 when the vessel was missed. No further information as to whereabouts but was probably captured by Japanese.

Reliance - Motor launch. 40 gross tons. Also requisitioned by ATS from Luzon Stevedoring Company and used at Corregidor and Bataan. Captured by Japanese 6 May 1942.

Trovodore - Harbor tug. Chartered in Iloilo. Owners, Luzon Stevedoring Company. Col. Carter R. McLennan, O5750, Cavalry, may be able to supply information re this vessel.

The following launches were authorized by me to be turned over to Col. Roscoe Benham C. E. by the Asst. Port Director Commander (then Lt.) Charles Parsens 70904 USNR in December 1941: Alert, Vigilant, Del Monte, Simmie and 1 other. It is understood that these launches returned to Manila 2 January 1942 after the city had been occupied by Japanese forces. Owners: Luzon Stevedoring Company, Manila. Commander Parsens is returning to Manila as Manager of the Luzon Stevedoring Company and should be able to furnish further information re these launches.

It is not possible to furnish any data re barges. Scows, lorchas, cascos, etc. were requisitioned or in the absence of crews seized and used to transport cargo to Bataan and Corregidor. Barges originally towed over by the Navy were later used by the ATS and vice versa. All barges which could be moved to Bataan were towed there to prevent capture in Manila. Those that could not be moved were destroyed.

It is probably that a number of vessels that were acquired are not listed above, since this record has been made from memory aided by such information as could be gained from other prisoners of war.

About 8 sailing lorchas, some with auxiliary motors, were taken over at Iloilo. At least 4 were loaded with 90 tons of cargo each and dispatched by the Port Commander Cebu to Corregidor about 9 April. None of these vessels arrived. Word was received from the War Department that several converted destroyers were

being dispatched from West Coast ports on Honolulu with cargo but none arrive up to 6 May. A small amount of cargo arrived by submarine but the ATS was not concerned with these vessels except to provide barges to transport cargo.

Crew lists of harbor boats, launches, barges and shore installations in Manila immediately prior to the outbreak of war showing rates of pay may be found in File 563-22 900 QM 563.3 T-N-H (Philippines) in the Office, Chief of Transportation, War Department. A list of photographs of vessels, shore facilities and personnel forwarded to the Quartermaster General is also in File 563-22 900 under QM 413-3 TW. These photographs if available, should be valuable for historical purposes. Payrolls of civilian personnel, vouchers to the accounts of Colonel John R. Vance, 012301, F.D., were sent to the United States by submarine and should be available for reference in establishing status of civilian employees.

During the initial period in Manila the ATS received splendid cooperation from the traffic control officer, USAFFE, Col. Richard G. Rogers, QMC, and during the period in Corregidor from the entire staff of the HDQM Col. Chester H. Elmes, QMC. During the entire period Col. Michael A. Quinn, QMC, Motor Transport Officer was of great assistance in furnishing motor vehicles as required.

This report has been compiled with the assistance of Captain James H. Baldwin, QMC, formerly Operations Officer, ATS, Corregidor.

(FREDERICK A. WARD, 07566)
Colonel, QMC

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