

DECLASSIFIED
Authority *NND 883078*

FOLDER #12 S/S "DON JOSE"

Seemed to PAP

DECLASSIFIED
Authority *NND 88-3078*

A F F I D A V I T

I, Alvaro Lopez, after being duly sworn, depose and say that:

I am of legal age, Filipino and resident of the City of Manila, Philippines;

I was the Master of the SS "Don Jose" formerly of the Robert Dollar Line, of 15,240 tons deadweight, 10,893.47 tons gross and 6,790.86 tons net, Philippine Registry (Manila, Philippines) and owned and operated by the Madrigal & Company., Inc., of Manila, Philippines;

At the outbreak of the present war (December 8, 1941), the vessel was enroute to Manila, Philippines, from U. S. Pacific ports, including Vancouver, B. C., and way ports;

The vessel was on a pre-war freight commercial basis when we arrived at Manila, Philippines, on December 13, 1941, carrying about 14,000 tons of general cargo destined for Shanghai, Hongkong and Manila;

The vessel was anchored at the South Harbor Breakwater at about noon of December 13, 1941. At 01800 hour, we were ordered by U. S. Army officers to dock at Pier 7, south side. From then on, the movement of the vessel as well as the unloading of cargo were under the supervision and control of the U. S. Army officer, Lt. Ward. The owner and master of the vessel and the consignees of cargoes were unable to unload and dispose of them without the sanction of the said officer;

The unloading of cargoes was commenced immediately upon arrival at Pier 7 and cargoes that were unloaded were selected and disposed of in accordance with the order and instruction of the U. S. Army;

We laid at Pier 7 all the time except when we were ordered to leave and lay off in the Bay until we were ordered again to return to the Pier and continue unloading. We remained at Pier 7 during the day and left the place usually at about 1800 hour to avoid air-raid attack at night;

We were able to unload about 4,000 tons of cargo which consisted of war materials such as tanks, trucks, anti-aircraft guns, etc., most of which were consigned to the Canadian Forces in Kongkong. I understand that those war materials and other cargoes that were unloaded such as lumber, canned goods, etc., were taken by the American Army for its own use;

On the 26th day of December 1941, at about 1700 hour, an American officer by the name of Lt. Baldwin, went to my home to advise me that we were to sail immediately to Corregidor Island to carry troops and to unload the remaining cargo there. Lt. Baldwin told me that those instructions were given by superior officers;

At about 2200 hour of the same day, the ship was ready to sail, and we sailed for Corregidor Island with 1000 troops. The soldiers were accommodated on the steamer's deck while the officers in the best possible condition under the circumstances with ship-officer's quarters. Mr. Acayan, pilot of the Manila Harbor, took us away to the outer harbor;

Before leaving for Corregidor Island, I tried to communicate with the owner of the vessel (Madrigal & Co., Inc.) but I failed. Finally, I succeeded in communicating with Mr. Vicente Aldanese, shipping manager of the Company, by phone. I informed him that we were about to sail for Corregidor Island under order of the U. S. Army and I requested him to advise the shipowners;

We arrived at Corregidor Island at night on December 26, 1941, and we proceeded to anchor close to the shore the next morning. Anchored at 0700 hour and awaited further instructions;

An Army officer boarded the ship at about 1000 hour on December 27, 1941, and instructed me as follows:

The troops were to be transferred on barges at 1900 hour of the same day and the cargoes were to be unloaded into barges the following morning, Dec. 28.

The troops were landed at the schedule hour and the unloading of cargoes was commenced the following morning by units of the U. S. Forces in Corregidor. At about 1100 hour, while we were unloading, twenty-four (24) planes (bombers) attacked the steamers at anchor at Corregidor Island including the SS Don Jose under my command. The SS Don Jose suffered one direct hit on the stern causing fire and the wreckage of the steering gear aft. The lighters on the ship side which were partly loaded with cargoes of the SS Don Jose were completely destroyed and sunk. One heavy lift crane floating, a U. S. Army property that was being used to unload the heavy lifts, was also wrecked and cast adrift;

At about the 1500 hour, I decided to leave the SS Don Jose with the crew and take shelter in the Island. We had, by that time, lost two lifeboats of the four that the ship had and the raid was going on in full force;

During the raid, we suffered three (3) more direct hits, one on No. 4 hatch and the other two amidship, all hits causing much damage. As the steering gear was wrecked and the big fire continued unabated, the movement of the vessel was paralyzed; one member of the crew was killed, many others were injured; and a number of the U. S. Army men supervising the unloading of the vessel were injured and some were killed. The rest of the crew left the ship at about 1500 hour in different Army vessels. Upon arrival ashore, the crew were attended by Army doctors and treated accordingly. The member of the crew who was killed was buried by the U. S. Army in the island.

At about 2000 hour of December 28, 1941, I went back on board the SS Don Jose with my crew for inspection. We found the steering rod completely buckled and bent, steering chain aft completely heated and still hot, steering sector buckled and some rivets were loose and some gone completely. Some parts of the steering sector had undulated or corrugated about six inches out of position. The crew quarters and storeroom aft were destroyed completely by fire; the officers' quarters and wheel house were wrecked completely; some bulk heads amidship collapsed although this part of the ship did not catch fire;

After inspection, I found the ship to be unseaworthy, unmanageable and beyond repair with the resources in the Island;

At about 1400 hour of December 29, 1941, I decided to go ashore with the crew and I reported the condition of the vessel to the U. S. Navy officer who was in-charge of all vessels in the Island. The following night, we were sent back to Manila in an Army launch with the crew of the American owned SS Capillo which was also destroyed during the air-raid;

I had paid in full the salaries of all my officers and crew up to December 31, 1941. I reserve the right to any claim and to recover any damages to which I am entitled;

I hereby protest and reject any claim or claims against the vessel, shipowner or his agents from the shippers, consignees or charterers of cargo loaded on this voyage as the vessel was lost by enemy action (war clause).

IN WITNESS WHEREOF, I have signed this instrument this 16th day of June, 1945, at Manila, Philippines.

(SGD.) ALVARO LOPEZ

IN THE PRESENCE OF:

(SGD.) H. V. PANGARIBAN

(SGD.) J. P. TAGLE

COMMONWEALTH OF THE PHILIPPINES)
CITY OF MANILA)

Subscribed and sworn to before me this 16th day of June, 1945. Affiant exhibited to me his Residence Certificate No. A-0794799 issued at Manila on June 16, 1945.

(SGD.) AMANDA VIOLA VIRAY
Notary Public

Until December 31, 1946.

Doc. No. 32
Page No. 8
Book No. III
Series of 1945.

CERTIFIED TRUE COPY:

Benjamin J. Pulley
BENJAMIN J. PULLEY
Captain, IIT
Investigating Officer

A E E I D A V I I

I, Alvarez Lopez, after being duly sworn, depose and say that:

I am of legal age, Filipino and resident of the City of Manila, Philippines;

I was the Master of the SS "Don Jose" formerly of the Robert Dollar Line, of 15,240 tons deadweight, 10,893.47 tons gross and 6,790.86 tons net, Philippine Registry (Manila, Philippines) and owned and operated by the Madrigal & Company., Inc., of Manila, Philippines;

At the outbreak of the present war (December 8, 1941), the vessel was enroute to Manila, Philippines, from U. S. Pacific ports, including Vancouver, B. C., and way ports;

The vessel was on a pre-war freight commercial basis when we arrived at Manila, Philippines, on December 13, 1941, carrying about 14,000 tons of general cargo destined for Shanghai, Hongkong and Manila;

The vessel was anchored at the South Harbor Breakwater at about noon of December 13, 1941. At 01800 hour, we were ordered by U. S. Army officers to dock at Pier 7, south side. From then on, the movement of the vessel as well as the unloading of cargo were under the supervision and control of the U. S. Army officer, Lt. Ward. The owner and master of the vessel and the consignees of cargoes were unable to unload and dispose of them without the sanction of the said officer;

The unloading of cargoes was commenced immediately upon arrival at Pier 7 and cargoes that were unloaded were selected and disposed of in accordance with the order and instruction of the U. S. Army;

We laid at Pier 7 all the time except when we were ordered to leave and lay off in the Bay until we were ordered again to return to the Pier and continue unloading. We remained at Pier 7 during the day and left the place usually at about 1800 hour to avoid air-raid attack at night;

We were able to unload about 4,000 tons of cargo which consisted of war materials such as tanks, trucks, anti-aircraft guns, etc., most of which were consigned to the Canadian Forces in Kongkong. I understand that those war materials and other cargoes that were unloaded such as lumber, canned goods, etc., were taken by the American Army for its own use;

On the 26th day of December 1941, at about 1700 hour, an American officer by the name of Lt. Baldwin, went to my home to advise me that we were to sail immediately to Corregidor Island to carry troops and to unload the remaining cargo there. Lt. Baldwin told me that those instructions were given by superior officers;

At about 2200 hour of the same day, the ship was ready to sail, and we sailed for Corregidor Island with 1000 troops. The soldiers were accommodated on the steamer's deck while the officers in the best possible condition under the circumstances with ship-officer's quarters. Mr. Acayan, pilot of the Manila Harbor, took us away to the outer harbor;

Before leaving for Corregidor Island, I tried to communicate with the owner of the vessel (Madrigal & Co., Inc.) but I failed. Finally, I succeeded in communicating with Mr. Vicente Aldanese, shipping manager of the Company, by phone. I informed him that we were about to sail for Corregidor Island under order of the U. S. Army and I requested him to advise the shipowners;

We arrived at Corregidor Island at night on December 26, 1941, and we proceeded to anchor close to the shore the next morning. Anchored at 0700 hour and awaited further instructions;

An Army officer boarded the ship at about 1000 hour on December 27, 1941, and instructed me as follows:

The troops were to be transferred on barges at 1900 hour of the same day and the cargoes were to be unloaded into barges the following morning, Dec. 28.

The troops were landed at the schedule hour and the unloading of cargoes was commenced the following morning by units of the U. S. Forces in Corregidor. At about 1100 hour, while we were unloading, twenty-four (24) planes (bombers) attacked the steamers at anchor at Corregidor Island including the SS Don Jose under my command. The SS Don Jose suffered one direct hit on the stern causing fire and the wreckage of the steering gear aft. The lighters on the ship side which were partly loaded with cargoes of the SS Don Jose were completely destroyed and sunk. One heavy lift crane floating, a U. S. Army property that was being used to unload the heavy lifts, was also wrecked and cast adrift;

At about the 1500 hour, I decided to leave the SS Don Jose with the crew and take shelter in the island. We had, by that time, lost two lifeboats of the four that the ship had and the raid was going on in full force;

During the raid, we suffered three (3) more direct hits, one on No. 4 hatch and the other two amidship, all hits causing much damage. As the steering gear was wrecked and the big fire continued unabated, the movement of the vessel was paralyzed; one member of the crew was killed, many others were injured; and a number of the U. S. Army men supervising the unloading of the vessel were injured and some were killed. The rest of the crew left the ship at about 1500 hour in different Army vessels. Upon arrival ashore, the crew were attended by Army doctors and treated accordingly. The member of the crew who was killed was buried by the U. S. Army in the island.

At about 2000 hour of December 28, 1941, I went back on board the SS Don Jose with my crew for inspection. We found the steering rod completely buckled and bent, steering chain aft completely heated and still hot, steering sector buckled and some rivets were loose and some gone completely. Some parts of the steering sector had undulated or corrugated about six inches out of position. The crew quarters and storeroom aft were destroyed completely by fire; the officers' quarters and wheel house were wrecked completely; some bulk heads amidship collapsed although this part of the ship did not catch fire;

After inspection, I found the ship to be unseaworthy, unmanageable and beyond repair with the resources in the Island;

At about 1400 hour of December 29, 1941, I decided to go ashore with the crew and I reported the condition of the vessel to the U. S. Navy officer who was in-charge of all vessels in the Island. The following night, we were sent back to Manila in an Army launch with the crew of the American owned SS Capillo which was also destroyed during the air-raid;

I had paid in full the salaries of all my officers and crew up to December 31, 1941. I reserve the right to any claim and to recover any damages to which I am entitled;

I hereby protest and reject any claim or claims against the vessel, shipowner or his agents from the shippers, consignees or charterers of cargo loaded on this voyage as the vessel was lost by enemy action (war clause).

IN WITNESS WHEREOF, I have signed this instrument this 16th day of June, 1945, at Manila, Philippines.

(SGD.) ALVARO LOPEZ

IN THE PRESENCE OF:

(SGD.) H. V. PANGANIBAN

(SGD.) J. P. TAGLE

COMMONWEALTH OF THE PHILIPPINES)
CITY OF MANILA)

Subscribed and sworn to before me this 16th day of June, 1945. Affiant exhibited to me his Residence Certificate No. A-0794799 issued at Manila on June 16, 1945.

(SGD.) AMANDA VIOLA VIRAY
Notary Public
Until December 31, 1946.

Dec. No. 32
Page No. 8
Book No. III
Series of 1945.

CERTIFIED TRUE COPY:


BENJAMIN J. PULLEY
Captain INF
Investigating Officer

MADRIGAL SHIPPING CO., INC.
Room 324, REGINA BUILDING
ESCOLTA, MANILA

DECLASSIFIED
Authority NMA 883078

November 4, 1946

PRC-8075

The HEADQUARTERS,
CLAIMS SERVICE, A F W E S P A C
Office of the Chief of Claims,
Manila, Philippines.

Attention of Captain Benjamin J. Pulley
Claims Investigating Officer

Sirs:

CLAIMS FOR UNPAID WAGES FILED BY EUSTAQUIO M.
REVILLES (FIREMAN OF S.S. "DON JOSE")

In reply to your letter dated 19 September, 1946 addressed to Mr. Vicente Madrigal c/o MADRIGAL & COMPANY, I have the honor to inform you that the S.S. "DON JOSE" is owned by the MADRIGAL SHIPPING COMPANY, INC. of which I am the Managing Director.

The S. S. "DON JOSE" was commandeered or requisitioned by the United States Army in the evening of December 26, 1941 at the port of Manila. She carried American troops, patients and nurses who were evacuated that night to the island of Corregidor. After disembarking the troops and Army personnel and while she was unloading her cargo of war materials and supplies, the Japanese Air Force attacked her and other ships at anchor off Corregidor. The S. S. "DON JOSE" was hit several times and was set afire.

We are enclosing herewith a copy of the affidavit of the master of the S.S. "DON JOSE", Captain Alvaro Lopez, who declared that after the bombing, they found the ship to be "unseaworthy, unmanageable and beyond repair with the resources in the Island". In this affidavit will also be found many of the answers to the points and questions involved in the above claim for unpaid wages filed by Eustaquio M. Revillesa.

Trusting that this information will be useful to you, we are,

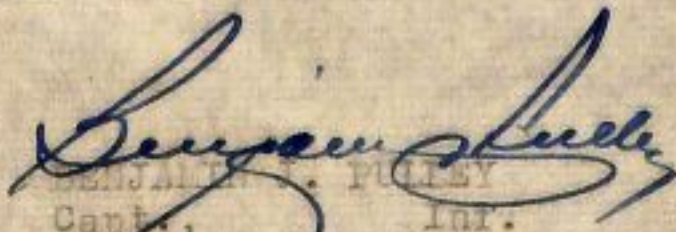
Respectfully yours,

MADRIGAL SHIPPING CO., INC.

By /s/ Antonio Madrigal
/t/ ANTONIO MADRIGAL
Managing Director

jmc/

CERTIFIED TRUE COPY:


BENJAMIN J. PULLEY
Capt., Int.
Investigating Officer

MADRIGAL SHIPPING CO., INC.
Room 324, REGINA BUILDING
ESCOLTA, MANILA

DECLASSIFIED
Authority NNA 883078

November 4, 1946

PRO-8075

The HEADQUARTERS,
CLAIMS SERVICE, A F W E S P A C
Office of the Chief of Claims,
Manila, Philippines.

Attention of Captain Benjamin J. Pulley
Claims Investigating Officer

Sirs:

CLAIMS FOR UNPAID WAGES FILED BY EUSTAQUIO M.
REVILLESIA (FIREMAN OF S.S. "DON JOSE")

In reply to your letter dated 19 September, 1946 addressed to Mr. Vicente Madrigal c/o MADRIGAL & COMPANY, I have the honor to inform you that the S.S. "DON JOSE" is owned by the MADRIGAL SHIPPING COMPANY, INC. of which I am the Managing Director.

The S. S. "DON JOSE" was commandeered or requisitioned by the United States Army in the evening of December 26, 1941 at the port of Manila. She carried American troops, patients and nurses who were evacuated that night to the island of Corregidor. After disembarking the troops and Army personnel and while she was unloading her cargo of war materials and supplies, the Japanese Air Force attacked her and other ships at anchor off Corregidor. The S. S. "DON JOSE" was hit several times and was set afire.

We are enclosing herewith a copy of the affidavit of the master of the S. S. "DON JOSE", Captain Alvaro Lopez, who declared that after the bombing, they found the ship to be "unseaworthy, unmanageable and beyond repair with the resources in the Island". In this affidavit will also be found many of the answers to the points and questions involved in the above claim for unpaid wages filed by Eustaquio M. Revillessa.

Trusting that this information will be useful to you, we are,

Respectfully yours,

MADRIGAL SHIPPING CO., INC.

By /s/ Antonio Madrigal
/t/ ANTONIO MADRIGAL
Managing Director

Jmc/

CERTIFIED TRUE COPY:


BENJAMIN J. PULLEY
Capt., Inf.
Investigating Officer

DECLASSIFIED
Authority *NND 883078*

FOLDER # 12 S/S "DON JOSE"

DECLASSIFIED

Authority *MNA 88-3078*