FOLDER #16-A ARMY TRANSPORT SERVICE

5-5

Scanned in PAP

STATEMENT

1. Prior to the war and until about the middle of December, it was my policy to have the owners of the vessels I commandeered for the Army pay their crews and furnish all the necessary supplies for the vessels. However, this procedure was discontinued about the middle of December or particularly around the 24th of December when a number of vessels were commandeered for Army use. It became the responsibility of the Army to pay the crew members and furnish the necessary supplies for the vessels. In other words, I would consider that the members of the crews became civilian employees of the Army.

2. In general, when the U. S. Army agreed to pay the salaries of the crew, it was agreed that additional pay would be paid to the crew members for operating in dangerous waters. In some instances, the salary was doubled. In other instances, the salary was not increased, but, a bonus was to be paid. The amount of this bonus was not definitely established.

3. It was very difficult at that time to keep crews in the vessels due to the intense bombing attacks in the city. At times it was necessary to place armed guards on certain vessels to prevent the crews from deserting.

4. To my knowledge, I do not think any payrolls were kept. However, if a man's name did not appear on a payroll, that does not necessarily mean that he was not employed by the Army.

/s/ Richard G. Rogers
/t/ RICHARD G. ROGERS

CERTIFIED TRUE COPY:

Loyd W Green
LOYD W GREEN
Capt Inf

Copy forwarded to
Cas Unit (Rigdon) 15 Apr 52
WWII Corr (1 page)
Volan
C+R

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Colonel, QMC

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Loyd W Green
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HEADQUARTERS AFWESPAC
Check Sheet

File No.

Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

---

(1) FROM: Director, RPD

TO: Chief, Claims Service
Chief, Proj "J" Br
Deputy Commissioner, Federal Security Agency, Bureau of Employees' Compensation

DATE: 26 Aug 46

1. " x x x x x x x x x x

2. x x x x x x x x x x

a. x x x x x x x x x x

b. x x x x x x x x x x

Organizations

Mindanao Motor Line
Angat-Manila Transportation Co.
Bachrach Motor Co.
Binan Transportation Co.
Cabanatuan Lumber Yard Co.
Central Azucarrera de Don Pedro
Eastern Tayabas Bus Co.
Halili Transit
La Mallorca Trans. Co.
Luzon Bus Line Co. (MRR Co.)
Manila Electric Co. (Meralco)
Manila Yellow Taxicab Co.
National Lumber Co. (Batangas)
La Confiansa Lumber Co.
Pampanga Bus Co.
Auto-Trucking Co.
Benguet Auto Line (MRR Co.)
Bureau of Plant Industry
Caguiwa Trans. Co.
Dangua Transportation
Hacienda Banilad
Laguna - Tayabas Bus Co.
Luzon Brokerage Co.
Maingat Trans. Co. Bus
Manila Truck Co.
M. R. Mateo Transportation Co.
Northern Luzon Trans. Co.

Vessels

P. Aboitis
Active
Isian Jorge
Jem

CERTIFIED TRUE COPY:
Raymond B. Ricudine
RAYMOND B. RICUDINE
1st Lt., INF
Commissioner

Vessels

Adams
Albert
Antonio
Asturias
Augustina
Aurora
Aviador
Bacolod
Batavia
Benguet
Bohol II
Bohol I
Bolinao
Estrella Caltex
Carmen
Carmen
Cebu I
Cia de Filipinas
Compania de Filipinas
Condesa
Construction
Cordova
Corregidor
Crown I
Danao
Del Monte
Dinas
Dominga
Don Pepe
Don Esteban
Don Isidro
Dumaguete
Elcano
Escalante - R
Escano
Esperanza
Explorador
Flora - D
Forby
Fortunata
Freddy
Fugi
Hai-Kwang
Ines
Iona
Teresing
Tovador
Venus
Volador
Kanla-on II
Katipunan
Kolambugan
Know
La Paz
Legaspi
Lepus
Leyte
Limaong
Louis
Luzon
Mambukal
Manocay
Margos
Marshall Jeoffrey
Masayon
Mayon
Mindanao
Nau
Neptune
Night-Hawk
Norte
Opon
Pagadian
Paking
Panay
Pathfinder
Paulino
Perla del Oriente
Pickett II
Princesa
Princess of Cebu
Regulus
Rizal
Sagulan
Samal
Samar
Santa Isabel
Santa Rosa
Governor Smith
Sprey
Surigao
Sunta IV
Governor Taft
Talisay
Tilley
Unicorn
Visreco
Yu Sang

CERTIFIED TRUE COPY:
Raymond B. Lacudine
RAYMOND B. LACUDINE
1st Lt.

3. The conference referred to in par 1 was attended by the following:

Recovered Personnel Division, AFWESPAC

Col. M. H. MARCUS, Director
Maj. D. M. LYNCH, Chief, Project "J" Branch
Capt. M. KEITH, Officer-in-Charge, Civilian Section Project "J" Branch

Claims Service, AFWESPAC

Lt. Col. B. A. WOOD
Capt. B. J. PULLEY

Federal Security Agency, Bureau of Employees' Compensation

Mr. C. F. HANSON, Deputy Commissioner

/s/ Morris H. Marcus
/t/ MORRIS H. MARCUS
Col, AGD
Director

CERTIFIED TRUE COPY:
Raymond B. Liudine
RAYMOND B. LIUDINE
1st Lt., INF
Commissioner

HEADQUARTERS AFWESPAC
Check Sheet

File No.

Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

(1) FROM: Director, RPD

TO: Chief, Claims Service
Chief, Proj "J" Br
Deputy Commissioner, Federal Security Agency, Bureau of Employees' Compensation

DATE: 26 Aug 46

1.	"	x	x	x	x	x	x	x	x	x	x
2.		x	x	x	x	x	x	x	x	x	x
	a.	x	x	x	x	x	x	x	x	x	x
	b.	x	x	x	x	x	x	x	x	x	x

Organizations

Mindanao Motor Line
Angat-Manila Transportation Co.
Bachrach Motor Co.
Binan Transportation Co.
Cabanatuan Lumber Yard Co.
Central Azucarrera de Don Pedro
Eastern Tayabas Bus Co.
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Luzon Bus Line Co. (MRR Co.)
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Pampanga Bus Co.
Auto-Trucking Co.
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Dangua Transportation
Hacienda Banilad
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Northern Luzon Trans. Co.

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Bohol II
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Estrella Caltex
Carmen
Carmen
Cebu I
Cia de Filipinas
Compania de Filipinas
Condesa
Construction
Cordova
Corregidor
Crown I
Danao
Del Monte
Dinas
Dominga
Don Pepe
Don Esteban
Don Isidro
Dumaguete
Elcano
Escalante - R
Escano
Esperanza
Explorador
Flora - D
Forby
Fortunata
Freddy
Fugi
Hai-Kwang
Ines
Iona
Teresing
Tovador
Venus
Volador

Kanla-on II
Katipunan
Kolambugan
Know
La Paz
Legaspi
Lepus
Leyte
Limaong
Louis
Luzon
Mambukal
Manocay
Margos
Marshall Jeoffrey
Masayon
Mayon
Mindanao
Nau
Neptune
Night-Hawk
Norte
Opon
Pagadian
Paking
Panay
Pathfinder
Paulino
Perla del Oriente
Pickett II
Princesa
Princess of Cebu
Regulus
Rizal
Sagulan
Samal
Samar
Santa Isabel
Santa Rosa
Governor Smith
Sprey
Surigao
Sunta IV
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Federal Security Agency, Bureau of Employees' Compensation

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/s/ Morris H. Marcus
/t/ MORRIS H. MARCUS
Col, AGD
Director

CERTIFIED TRUE COPY:
Raymond B. Liqudine
RAYMOND B. LIQUDINE
1st Lt., INF
Commissioner

HEADQUARTERS FORT BLISS, TEXAS
Office of the Post Quartermaster

13 January 1948

Colonel William S. Eley
Chief of Claims Service
Philippines-Ryukyus Command
APO 707, Care of Postmaster
San Francisco, California

Dear Colonel Eley:

This is in reply to your letter of 19 December 1947 re the "Henry Keswick". This vessel was taken over between 23 and 31 December 1941 for towing barges from Manila to Bataan and Corregidor. The British master and his British-Chinese crew were employed to operate the vessel.

On the night of 31 December the Keswick was ordered to tow barges to Corregidor incident to the evacuation of Manila. On 1 January at Corregidor I discovered that the master and crew had abandoned the vessel in Manila harbor inside the breakwater, and that the USS Pigeon had towed the Keswick's barges to Corregidor. Lt Col C. E. Byrd, QMC (now deceased), and a volunteer Navy and ATS crew returned to Manila the night of 2-3 January (after the city had been occupied by the enemy), recovered the Keswick and towed her to Corregidor. The original crew of the Keswick are entitled to no pay except from an unknown date after 23 December to the date they deserted, or 31 December 1941.

I assume that the ATS crew members assigned to the Keswick by me after the vessel's arrival at Corregidor are not concerned in the present claim. They served aboard until the vessel was badly damaged and aground due to enemy artillery fire on 9 April 1942.

I am always glad to be of assistance to your office. Please feel free to write me at any time.

Sincerely yours,

/s/ F. A. Ward
/t/ F. A. WARD
Colonel, QMC

CERTIFIED TRUE COPY:

Raymond Spendine
Chief Wage Section

~~GEORGE E. JONES, JR.~~
~~Director, Team #7~~

HEADQUARTERS AFWESPAC
Check Sheet

File No.

Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

---

(1) FROM: Director, RPD TO: Chief, Claims Service DATE: 26 Aug 46
Chief, Proj "J" Br
Deputy Commissioner, Federal Security Agency, Bureau of Employees' Compensation

1. As the result of a conference held on 23 August 1946 and attended by representatives of Claims Service, AFWESPAC; Federal Security Agency, Bureau of Employees' Compensation; and Recovered Personnel Division, AFWESPAC, certain policies were developed with respect to the handling of claims of employees of commandeered, requisitioned, cooperating and confiscated organizations.

2. The following policies were agreed upon by all conferees:

a. Employees of commandeered, requisitioned, cooperating and confiscated organizations will be considered to be Contractors' Employees and, as such, not entitled to the benefits of the Missing Persons Act. Such employees will be given a negative determination, "Non Project "J", Contractor's Employee" by the Recovered Personnel Division, and their claims will be referred to Claims Service, AFWESPAC or the Federal Security Agency, Bureau of Employees' Compensation, as the circumstances of the case may require.

b. Employees of the following organizations and vessels are considered to be Contractors' Employees:

<u>Organizations</u>

Mindanao Motor Line
Angat-Manila Transportation Co.
Bachrach Motor Co.
Binan Transportation Co.
Cabanatuan Lumber Yard Co.
Central Azucarrera de Don Pedro
Eastern Tayabas Bus Co.
Halili Transit
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Pampanga Bus Co.
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Caguiwa Trans. Co.
Dangua Transportation
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Laguna - Tayabas Bus Co.
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Maingat Trans. Co. Bus

Organizations

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Northern Luzon Trans. Co.

Vessels

P. Aboitiz
Active
Adams
Albert
Antonio
Asturias
Augustina
Aurora
Aviador
Bacolod
Batavia
Benguet
Bohol II
Bohol I
Bolinao
Estrella Caltex
Carmen
Carmen
Cebu I
Cia de Filipinas
Compania de Filipinas
Condesa
Construction
Cordova
Corregidor
Crown I
Danao
Del Monte
Dinas
Dominga
Don Pepe
Don Esteban
Don Isidro
Dumaguete
Elcano
Escalante - R
Escano
Esperanza
Explorador
Flora - D
Forby
Fortuna
Freddy
Fugi
Isian Jorge
Jem
Kanla-on II
Katipunan
Kolambugan
Know
La Paz
Legaspi
Lepus
Leyte
Limaong
Louis
Luzon
Mambukal
Manocay
Margos
Marshaii Jeoffrey
Masayon
Mayon
Mindanao
Nau
Neptune
Night-Hawk
Norte
Opon
Pagadian
Paking
Panay
Pathfinder
Paulino
Perla del Oriente
Pickett II
Princesa
Princess of Cebu
Regulus
Rizal
Sagulan
Samal
Samar
Santa Isabel
Santa Rosa
Governor Smith
Sprey
Surigao

Vessels

Hai-Kwang	Sunta IV
Ines	Governor Taft
Iona	Talisay
Teresing	Tilley
Tovador	Unicorn
Venus	Visreco
Volador	Yu Sang

c. Claims filed by Contractors' Employees which have been closed by a previous determination will not be reopened unless such determination is appealed by the claimant.

d. Claims of persons for assistance rendered allied personnel in escaping or evacuating the Philippines during the defense of the Philippines (1941-1942) and during its occupation by the Japanese will be determined "Non Project "J" by the Recovered Personnel Division and referred to Claims Service, AFWESPAC.

e. Claimants who have been determined by Recovered Personnel Division as being entitled to the benefits of the Missing Persons Act and who suffered service incurred injuries and can furnish proof of same, including date and time and location at time of injury, will be carried under the Missing Persons Act until the day before date of return to military control. The date of return to military control will be the date of beginning of entitlement to benefits of employees' compensation, if any. Further, in deceased cases, the date of notification of next of kin as determined by the Recovered Personnel Division, being the terminal date for payments under the Missing Persons Act, will be the date of death used by the Federal Security Agency, Bureau of Employees' Compensation rather than actual date of death where there is a difference between the two.

f. The Recovered Personnel Division 201 files of claimants whose claims are referred to Claims Service, AFWESPAC or the Federal Security Agency, Bureau of Compensation will not be transferred to those agencies but will be available to them at all times.

3. The conference referred to in par 1 was attended by the following:

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Federal Security Agency, Bureau of Employees' Compensation

Mr. C. F. HANSON, Deputy Commissioner

/s/ Morris H. Marcus
/t/ MORRIS H. MARCUS
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CERTIFIED TRUE COPY:
Raymond B. Licudine
RAYMOND B. LICUDINE
1st Lt., INF
Commissioner

HEADQUARTERS AFWESPAC
Check Sheet

File No.

Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

---

(1) FROM: Director, RPD TO: Chief, Claims Service DATE: 26 Aug 46
Chief, Proj "J" Br
Deputy Commissioner, Federal Security Agency, Bureau of Employees' Compensation

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2. The following policies were agreed upon by all conferees:

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Dangua Transportation
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Luzon Brokerage Co.
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Organizations

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Vessels

P. Abcitia
Active
Adams
Albert
Antonio
Asturias
Angustina
Aurora
Aviador
Baceled
Batavia
Benguet
Bohol II
Bohol I
Bolinao
Estrella Caltex
Carmen
Carmen
Cebu I
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Cordova
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Crown I
Danao
Del Monte
Dinas
Dobinga
Don Pepe
Don Esteban
Don Isidro
Dumaguete
Elcano
Escalante - R
Escano
Esperanza
Explorador
Flora - D
Forby
Fortuna
Freddy
Fugi
Isian Jorge
Jem
Kanlaon II
Katipunan
Kolambugan
Know
La Paz
Legaspi
Lepas
Leyte
Limsong
Louie
Luzon
Mambukal
Manocay
Margos
Marshall Jeoffrey
Masayon
Mayon
Mindanao
Nan
Neptune
Night-Hawk
Norte
Opon
Pagadian
Peking
Panay
Pathfinder
Paulino
Perla del Oriente
Pickett II
Princesa
Princess of Cebu
Regulus
Rizal
Sagulan
Samal
Samar
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Santa Rosa
Governor Smith
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Federal Security Agency, Bureau of Employees' Compensation

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/s/ Morris H. Marcus
/t/ MORRIS H. MARCUS
Col., AGD
Director

CERTIFIED TRUE COPY

Raymond B. Licudine
RAYMOND B. LICUDINE
1st Lt., INF
Commissioner

HEADQUARTERS AFWESPAC
Check Sheet

File No. Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

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Chief, Proj "J" Br
Deputy Commissioner, Federal Security Agency, Bureau of Employees' Compensation

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Carmen
Carmen
Cebu I
Cia de Filipinas
Compania de Filipinas
Conleza
Construction
Cordova
Corregidor
Crown I
Danao
Del Monte
Dinas
Dosinga
Don Pepe
Don Ratebam
Don Isidro
Dumaguete
Elemo
Escalante - 2
Escano
Esperanza
Explorador
Flora - 2
Forby
Fortuna
Freddy
Fugi
Iaian Jorge
Jem
Kanla-on II
Katipunan
Kolambugan
Know
La Paz
Legazpi
Lepus
Leyte
Lizaong
Louis
Luzon
Mambukal
Mancay
Margot
Marshall Jeoffrey
Masayon
Mayon
Mindanao
Mun
Neptune
Night-Hawk
Norte
Open
Pagadian
Palcing
Pansy
Pathfinder
Pauline
Perle del Oriente
Pickett II
Princess
Princess of Cebu
Regulus
Rizal
Sagalan
Sazul
Sasar
Santa Isabel
Santa Rosa
Governor Smith
Spray
Surigao

Vessels

Kai-Kwang	Santa IV
Ines	Governor Taft
Iona	Talisay
Teresing	Tilley
Tovador	Unicorn
Venus	Viareco
Velador	Yu Sang

c. Claims filed by Contractors' Employees which have been closed by a previous determination will not be reopened unless such determination is appealed by the claimant.

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Maj. D. M. LYNCH, Chief, Project "J" Branch
Capt. M. KNITH, Officer-in-Charge, Civilian Section, Project "J" Branch

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Capt. B. J. PULLEY

Federal Security Agency, Bureau of Employees' Compensation

Mr. C. F. HANSON, Deputy Commissioner

/s/ Morris H. Marcus
/t/ MORRIS H. MARCUS
Col., AGD
Director

CERTIFIED TRUE COPY:

Raymond B. Licudine

RAYMOND B. LICUDINE
1st Lt., INF
Commissioner

HEADQUARTERS AFWESPAC
Check Sheet

File No. Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

---

(1) FROM: Director, RPD TO: Chief, Claims Service DATE: 26 Aug 46
Chief, Proj "J" Br
Deputy Commissioner, Federal Security Agency, Bureau of Employees' Compensation

1. As the result of a conference held on 23 August 1946 and attended by representatives of Claims Service, AFWESPAC; Federal Security Agency, Bureau of Employees' Compensation; and Recovered Personnel Division, AFWESPAC, certain policies were developed with respect to the handling of claims of employees of commandeered, requisitioned, cooperating and confiscated organizations.

2. The following policies were agreed upon by all conferees:

a. Employees of commandeered, requisitioned, cooperating and confiscated organizations will be considered to be Contractors' Employees and, as such, not entitled to the benefits of the Missing Persons Act. Such employees will be given a negative determination, "Non Project "J", Contractor's Employee" by the Recovered Personnel Division, and their claims will be referred to Claims Service, AFWESPAC or the Federal Security Agency, Bureau of Employees' Compensation, as the circumstances of the case may require.

b. Employees of the following organizations and vessels are considered to be Contractors' Employees:

Organizations

Mindanao Motor Line
Angat-Manila Transportation Co.
Bachrach Motor Co.
Binan Transportation Co.
Cabanatuan Lumber Yard Co.
Central Azucarrera de Don Pedro
Eastern Tayabas Bus Co.
Halili Transit
La Mallorca Trans. Co.
Luzon Bus Line Co. (MRR Co.)
Pampanga Bus Co.
Auto-Trucking Co.
Benguet Auto Line (MRR Co.)
Bureau of Plant Industry
Cagaiwa Trans. Co.
Dangan Transportation
Hacienda Banilad
Laguna - Tayabas Bus Co.
Luzon Brokerage Co.
Maingat Trans. Co. Bus

Organizations

Manila Electric Co. (Meralco)
Manila Yellow Taxicab Co.
National Lumber Co. (Batangas)
La Confianza Lumber Co.
Manila Truck Co.
M. R. Mateo Transportation Co.
Northern Luzon Trans. Co.

Vessels

F. Aboitiz
Active
Adams
Albert
Antonio
Asturias
Augustina
Aurora
Aviador
Bacolod
Batavia
Benguet
Bohol II
Bohol I
Bolinao
Estrella Caltex
Carmen
Carmen
Cebu I
Cia de Filipinas
Compania de Filipinas
Condesa
Construction
Cordova
Corregidor
Crown I
Danao
Del Monte
Dinas
Dominga
Don Pepe
Don Esteban
Don Isidro
Dumaguete
Elcano
Escalante - R
Escano
Esperanza
Explorador
Flora - D
Forby
Fortuna
Freddy
Fugi
Iglan Jorge
Jem
Kanlaon II
Katipunan
Kolambugan
Know
La Paz
Legaspi
Leyte
Leyte
Limaong
Louis
Luzon
Mambukal
Manocay
Margos
Marshall Jeoffrey
Masayon
Mayon
Mindanao
Nax
Neptune
Night-Hawk
Norte
Opon
Pagadian
Paking
Panay
Pathfinder
Paulino
Perla del Oriente
Pickett II
Princesa
Princess of Cebu
Regulus
Rizal
Sagulan
Samal
Samar
Santa Isabel
Santa Rosa
Governor Smith
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/s/ Morris H. Marcus
/s/ MORRIS H. MARCUS
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CERTIFIED TRUE COPY:

Raymond B. Liquine
RAYMOND B. LIQUINE
1st Lt., INF
Commissioner

HEADQUARTERS AFWESPAC
Check Sheet

File No. Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

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Carmen
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Cebu I
Cia de Filipinas
Compania de Filipinas
Condesa
Construction
Cordova
Corregidor
Crown I
Danao
Del Monte
Dinas
Dominga
Don Pepe
Don Esteban
Don Isidro
Dumaguete
Elcano
Escalante - R
Escano
Esperanza
Explorador
Flora - D
Forby
Fortuna
Freddy
Fugi
Isian Jorge
Jem
Kanla-on II
Katipunan
Kolambugan
Know
La Paz
Legaspi
Lepus
Leyte
Limaong
Louie
Luzon
Mambukal
Manoccay
Margos
Marshall Jeoffrey
Masayon
Mayon
Mindanao
Nau
Neptune
Night-Hawk
Norte
Opon
Pagadian
Paking
Panay
Pathfinder
Paulino
Perla del Oriente
Pickett II
Princesa
Princess of Cebu
Regulus
Rizal
Sagulan
Samal
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/s/ Morris H. Marcus
/t/ MORRIS H. MARCUS
Col, AGD
Director

CERTIFIED TRUE COPY:

RAYMOND S. LIGUSINA
1st Lt., INF
Commissioner

HEADQUARTERS FORT BLISS, TEXAS

OFFICE OF THE POST QUARTERMASTER

FAW/rck

IN REPLY REFER TO:

13 January 1948

Colonel William S. Eley
Chief of Claims Service
Philippines-Ryukyus Command
APO 707, Care of Postmaster
San Francisco, California

Dear Colonel Eley:

This is in reply to your letter of 19 December 1947 re the "Henry Keswick". This vessel was taken over between 23 and 31 December 1941 for towing barges from Manila to Bataan and Corregidor. The British master and his British-Chinese crew were employed to operate the vessel.

On the night of 31 December the Keswick was ordered to tow barges to Corregidor incident to the evacuation of Manila. On 1 January at Corregidor I discovered that the master and crew had abandoned the vessel in Manila harbor inside the breakwater, and that the USS Pigeon had towed the Keswick's barges to Corregidor. Lt Col C. E. Byrd, QMC (now deceased), and a volunteer Navy and ATS crew returned to Manila the night of 2-3 January (after the city had been occupied by the enemy), recovered the Keswick and towed her to Corregidor. The original crew of the Keswick are entitled to no pay except from an unknown date after 23 December to the date they deserted, or 31 December 1941.

I assume that the ATS crew members assigned to the Keswick by me after the vessel's arrival at Corregidor are not concerned in the present claim. They served aboard until the vessel was badly damaged and aground due to enemy artillery fire on 9 April 1942.

I am always glad to be of assistance to your office. Please feel free to write me at any time.

Sincerely yours,

F. A. Ward

F. A. WARD
Colonel, QMC

QMDE 1st Ind.

Headquarters, Elmira Quartermaster Depot, Horseheads, N.Y., 24 Jan 1947

TO: Chief of Claims, Claims Service PHILRYCOM APO 707, Via Postmaster San Francisco, California

1. I do not recall Nieves T. Rivas. The Luzon Brokerage Company was not employed by the Army Transport Service. This organization should not be confused with the Luzon Stevedoring Company. The alleged certificate is apparently a pass issued by Mr. Myers to permit Rivas to enter and leave the Port Area, Manila. It has no connection with Corregidor. The pass is dated 13 December 1941. The ATS moved to Corregidor 31 December 1941. No motor vehicle drivers were taken. The only motor vehicles operated in Manila by the ATS were a few passenger cars.

2. This appears to be a proper claim against the Luzon Brokerage Company and not against the United States.

3. The following officers may be able to furnish information:

Major Walter A. White 0-278768, QMC, formerly Administrative Officer, ATS, 2875 9th St., Riverside, California

Captain James H. Baldwin 0-384778, formerly Operations Officer, ATS, Macondray & Co., Manila

There should be civilian employees of the Water Transportation Division, Transportation Corps, Manila, able to state if Rivas was ever employed by the ATS.

/s/ F. A. Ward
/t/ F. A. WARD
Colonel, QMC
Commanding

CERTIFIED TRUE COPY:

PAUL D. PERRINE
Director, Team 2

QMDE 1st Ind.

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F. A. WARD
Colonel, QMC
Commanding

Cmd

8 March 1946 /rcs

SUBJECT: Report of Army Transport Service Activities in the Philippines 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 Transportation 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 1942, but continued to function as a QMC unit until the fall of Corregidor 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 CG 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 hositilities. 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. Pier1, 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 discharged wholly or in part. Some two hundred motor vehicles used to transfer the cargo out of the area.

4. In addition to the activity of 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 Southern Islands, and several vessels were sent to Bataan to discharge cargo which could be used, and for receipts of which the Commanding Officer, Philippine Quartermaster Depot, had made arrangements.

5. Although Cavite, Nochls Field, and ships in the harbor were bombed early in the month, the Port Area was not seriously damaged until about the 20th of the December. From this date until the 31st of December, there were several air raids causing considerable damage to the piers, vessels and other installation, but there was no interruption in water, transportation other than brief periods of inactivity while a raid was actually in progress. All requested 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 agreementfor war 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 placed 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 encountered 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. Ferry and barge service was established to Bataan. Navigation heads were established at Cabcaben, Mariveles, Lamao and Sisimon, with headquarters at Cabcaben. Lamao 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 that 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, 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 discharged 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 forthose 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 DonaNati. Others, including the Florence D, Don Isidro, were reported sunk en route.

10. Transportation was sent to Mariveles on the nights of 8 and9 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, aswell 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. Howeyer, our vessels continued regularly scheduled trips to the out-posts with passengers, cargo, and water. On the nightsof 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, 0-7566, QMC, Superintendent ATS
2 - Colonel Joseph A. Kramer, QMC, Executive Officer ATS, Corregidor.
3.- Lt. Colonel Edwin V. Kerr, 0-12304, FA, Commanding Officer of Troops, USAT Don Esteban, transferred to II Corps Luzon. Died on board Jap Prison Ship Oryoko Maru, enroute Japan.
4 - Lt. Colonel Cornelius Z. Byrd, 0-17760, Inf (QMC) Executive Officer ATS, Manila and Corregidor and Assistant Superintendent ATS, Cebu, died at Camp 3, Moji, Japan.
5 - Major Joseph J. Hughes, 0-288858, QMC, Assistant Superintendent ATS, Bataan, died December 44, on board Jap Prison Ship enroute to Japan.
6 - Major Walter A. White, 0-278768, 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. Bldwin, 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.

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 Cabcaben, 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, Cabcaben, 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 ATS, Cabcaben, Bataan, reported dead in Cabcaben 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. Clausen, 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.

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 Corregidor, 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. Dobler, USN, 2nd Assistant Engineer USAT Yusang, no data as to present status.

escaped to Australia

10- Captain James H. Bldwin, 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.

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.

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29 - Machinest H. Debler, 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 continously 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, Superintending Engineer, was responsible under Ensign Robert L. Glatt (CC) USNR for the repairs to all vessles. He displayed exceptional deveiten to duty. It is impossible to give adequate credit to the officers and crews of the various vessels; American, Filipines, 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 ATSer HBS prior to 7 December 1941. Those chartered are so indicated. All others were US property.

1. The USAT Don Esteban chartered from De La Rama 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 Paluan Bay, Mindoro 28 February 1942, enroute from Cebu to Corregidor with rations. Crew escaped to Cebu. Captain W. J. Wilson QMC, CO, of Troops and Transport QM should have information re status of crew members.

2. USHB Mambukal -- Chartered from DeLa Rama, 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 fo Cavite.

3. USHB Neptune -- Chartered from Luzon Stevedoring Company. Assigned to Harbor Defense of Manila and Subic Bays used as auxiliary mine planter and harbor boat. Shelled and burned 20 February 1942 at Ft. Frank, while discharging cargo. Colonel Joseph P. Kohm, 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.

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.

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 Ferby - 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 II - 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 snk South Harbor, Corregidor, 5 May 1942

Launch J162 - Bombed and sunk 4 Janaury 1942 at Corregidor.

Launch J163 - Bombed and sunk 5 January 1942 at Corregidor.

Launch J230 - Sunk 6 May 1942 at Cabacaben, Bataan

D Boat L63 - 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.

Bohol II - Owner La Naviera 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 Capis 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 Capis 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 vessel 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 Islang 22 February 1942 en route to Mariveles, Bataan with oil and gasoline for Corregidor.

Don Jose -Not chartered or requisitened. Ordered to Bataan by Commanding Officer, Philippine QM Depot to discharge cargo of flour. Bombed and set affire off Corregidor 29 December 1941. Part of cargo and bunkerboil salvaged. Owners, Madrigal & Co., Manila. Vessel was about 8500 tons gross.

Floricita - Abandoned and aground, North Harbor, Corregidor. Towed to Mariveles. Drydocked and repaired by Navy. Sunk in Mariveles Harbor 9 April 1942. Believe owners to be Dee C. Chuan & Co., Lumber exporters.

Hai Kwan - British tanker. Requisitioned at Corregidor. Sent to Cebu where, after, drydocking, was loaded with diesel 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 ammunitons. Col. Wade D. Killen, 011131 Inf. should be able to furnish further information re this vessel. About 2500 gross tons.

Cia de Filipinas - Chartered in Cebu. Bombed and sunk off Mindoro 21 February 1942 with cargo mainly corn and rice en route from Cebu to Corregidor. Onwers 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.

Mayon - Chartered for 1 voyage by QMUSAFFE 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 guerrilla forces. Onwers, 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, 011131, Inf and Col. William P. Morse, 05106 are believed to have witnessed sinking of this vessel. No date as to charter.

Emilia - Same remark 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.

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, 1 March 1942. Turned over to Philippine Commonwealth Government for use of President Quezon. 435 tons Dwt. Negors 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 II (or Kanlaon II) Sunk or destroyed to prevent capture at Cebu 10 March 1942. De La Rama SS Co., owners. Chartered at Cebu.

Candesa - Iloilo-Bacolod ferry. Reported sent to Mindanao. Possibly captured in Bohol. Status unknown.

Henry Keswick - Ocean-going tug. British owners Jardine Mathieson-Whampon 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 at Cebu, was employed as Marine Superintendent, ATS, Cebu at the time vessels were taken over at that port. Colonel John D. Cook, 06160, 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.

Louisville - Same as Kentucky

Customs IV (nighthawk) - Philippine 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. Requisitoned from Luzon Stevedoring Company and assigned to Engineers who used it at Mariveles and Corregidor until May 3, 1942 when the vessel was missed. No furth r information as to whereabouts but was probably captured by Japanese.

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

Trevedore -Harbor tug. Chartered in Iloilo. Onwners, Luzon Stevedoring Company, Col. Charter R.-McLennan, 05750, 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 Parsons 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. Onwers: 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 These 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 prisoncers 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 destroyeers wer bing dispatchedfrom West Coast ports on Honolulu with cargo but none arrived 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

CERTIFIED TRUE COPY:

W. F. Pabst

W. F. PABST
2nd Lt., Inf.
Investigating Officer.

S T A T E M E N T

1. Prior to the war and until about the middle of December, it was my policy to have the owners of the vessels I commandeered for the Army pay their crews and furnish all the necessary supplies for the vessels. However, this procedure was discontinued about the middle of December or particularly around the 24th of December when a number of vessels were commandeered for Army use. It became the responsibility of the Army to pay the crew members and furnish the necessary supplies for the vessels. In other words, I would consider that the members of the crews became civilian employees of the Army.

2. In general, when the U. S. Army agreed to pay the salaries of the crew, it was agreed that additional pay would be paid to the crew members for operating in dangerous waters. In some instances, the salary was doubled. In other instances, the salary was not increased, but, a bonus was to be paid. The amount of this bonus was not definitely established.

3. It was very difficult at that time to keep crews in the vessels due to the intense bombing attacks in the city. At times it was necessary to place armed guards on certain vessels to prevent the crews from deserting.

4. To my knowledge, I do not think any payrolls were kept. However, if a man's name did not appear on a payroll, that does not necessarily mean that he was not employed by the Army.

Richard G. Rogers
RICHARD G. ROGERS
Colonel, QMC

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

IWB:ect

CERTIFICATE

Following is a general outline of military transportation activities prior to and during the First Philippine Campaign, World War II. During this period affiant was Chief, Engineer Supply Service, USAFFE and USFIPI.

1. For several months prior to the beginning of the war, supplies and equipment for the Military Establishment were being received in an ever-increasing volume.

2. During the last few weeks before the war the volume of supplies and equipment received had increased to the extent that docking facilities were inadequate to meet the needs for discharging cargoes from vessels. All berths at the piers were full and ships were being unloaded in the harbor onto lighters, when the particular cargoes could be unloaded by this method of discharge.

3. Due to the lack of berthage and unloading facilities many barges were loaded with cargo and the barges used for storage - thus tieing up sorely needed equipment.

4. According to my information, when the war began some ships in the harbor were able to complete discharge but others failed to do so before seeding safety by flight.

5. In the meantime, while some of the cargo on barges was being discharged, land transportation became a problrm, due to tactical needs for motor transportation. Also depots were being moved from the Port Area to other locations, and large shipments of wupplies were being dispatched to forward distributing points and to troops.

6. Due to lack of sufficient land transportation the Army was forced to commandeer Motor Vehicles (however not by force, as far as I know) to meet absolute needs. Merchants and Mater-

ial men did not have sufficient transport facilities with which to deliver equipment and supplies which the Army and Navy were purchasing and requisitioning from them.

7. In an effort to solve the transportation needs and to economize in the number of units deemed necessary to meet these needs, USAFFE organized a Transportation Corps, or similar service, and placed Col. R. G. Rogers, QMC, in charge thereof.

8. However, due to the fact that the Engineer's requirements were so great and the established priorities for shipments of materials and supplies had placed Engineer Materials so low in priority ratings the Transportation Corps could not meet the needs of the Engineers. Because of the inability of the Transportation Corps to meet these needs the Engineer Supply Officer was authorized to establish his own transportation service and to obtain transport equipment from sources other than USAFFE Transportation Corps - for both motor and water transportation needs.

9. When orders were issued to evacuate the city of Manila (12/24/41) and to transfer all possible supplies and equipment to Bataan and Corregidor, the transportation problem became a virtual nightmare. Every available piece of floating equipment, even though only partially suitable, was requisitioned for hauling supplies by water to the above points. Also hundreds of trucks were being dispatched daily to Bataan.

10. The majority of the barges were not returned to Manila due to the inability of the military to unload them at Bataan and they were used as floating warehouses until they were subsequently unloaded, sunk, or beached. Such transport vessels as were unloaded were returned to Manila and again loaded and dispatched.

11. Many motor vehicles returning empty from Bataan were "hijacked" by Military units to meet their own needs and thus were lost to the Transportation Services. In one instance the

Engineers sent drivers and took delivery of five (5) lumber trucks from a lumber mill east of Laguna de Bay, for which a formal receipt was issued and against which a Purchase Order was to be issued. These trucks were never received as they were "hijacked", when passing near Camp Murphy, by Philippine Army soldiers.

12. With the exception of broken-down vehicles, hidden vehicles, coupes and roadsters the Military Forces took practically all serviceable units in Manila. The same was true of launches for towing barges and also every barge, lighter, scow and casco of 50 ton capacity and up.

13. The army also took over practically all of the passenger busses of the Transportation Companies operating in Central Luzon, to rush troops to the various beaches which were threatened by the enemy. The majority of these were held by the organizations, against eventualities, and were used in many cases to facilitate withdrawals to positions in the rear. Statements made by officers on duty with front-line echelons convince me that untried troops were able to be evacuated to rear positions, and to be reestablished to a certain extent, through use of these busses, whereas had these withdrawals been made by marching, a far greater number of these green troops would have been "lost" enroute. On the other hand some small units failed to stop upon reaching the new position and were halted far in the rear.

14. Some barges and cascos were located and requisitioned so late on the 30 and 31st of December 1941 that it is not believed they could possibly have been used by the requisitioning agency and were therefore left in Manila.

15. Quite a few tugs and some few barges were captured in Manila by the Japanese and utilized by them intheir operations against Bataan and Corregidor. Most of these tugs apparently had been hidden out to prevent their being commandeered by US Forces and no doubt some of them, especially those belonging to

Japanese controlled companies, (particularly fishing firms) were hidden out for future use by the Japanese.

(One might view with justifiable suspicion a claim from an owner of several tugs and barges and only one or two of which were rented to, or hired or requisitioned by, US Military Authorities. While not necessarily pro-Japanese, he could well be considered Anti-American).

16. Requisitioning of transport equipment was normally by a formal agreement in the case of floating equipment, but often much less so in the cases involving motor vehicles. I am confident that there were many cases in which individual army officers end enlisted men "commandeered" passenger vehicles, allegedly for the military use, but actually for their own personal use. By having the symbol "U. S. Army" painted on the vehicles they were enabled to secure gasoline and oil from Military Service stations. The Military Police had too many other pressing duties to warrant their investigating the status of every such vehicle seen transporting but one, two, or even more individuals.

17. While a majority of the senior army officers were of the opinion that the situation was hopeless, a few, with a majority of the junior officers and enlisted men, were much more optimistic. The civilians were receiving only censored news (from local newspapers and local broadcasting stations) and the majority of them felt that they would have their transportation (motor vehicles, tugs, launches, barges etc.) returned to them after a period of four or five months and be paid rental therefor. As a result of this belief, many property owners were careless with respect to securing receipts, which would now be invaluable to them in settling their claims, for property taken by the US Army. Furthermore, many of those who received receipts for property taken by the US Army failed to safeguard this evidence

with the result that their receipts were either lost or destroyed.

CERTIFIED this 30 day of October, 1945.

/s/ Roscoe Bonham
/t/ ROSCOE BONHAM
Colonel, CE

A CERTIFIED TRUE COPY:

William C. Vinet Jr.
WILLIAM
~~VINCENT~~ C. VINET, JR.
2nd Lt., Inf.
Investigating Officer

1st Ind

1225 W. Atlantic Ave, Daytona Beach, Fla, Feb 8, 1947.
To: The Adjutant General, Washington, D. C.

1. I have no knowledge as to whether Martin Aguirre was an employee of the War Department, nor as to his salary. However, to the best of my recollection, when we took over these various ships we also took over with them all of the crew who remained with the vessel, thereby automatically putting them on the government payroll. They were a heroic group.

2. Matters of this nature were handled in the Quartermaster Section of our headquarters and the attached photostat copy of letter signed by me was prepared in that office, under the direction of our Quartermaster General Brig. Gen. Charles C. Drake. I think that General Drake can give you some definite information on this subject. Few of our records at this time of the Campaign got through to Washington, and then only by submarine.

/s/ Carl H. Seals
Brig. Gen., U. S. A. (Ret)

CERTIFIED TRUE COPY:

George Jones

GEORGE E. JONES, JR.
Director, Team #7

Headquarters
United States Forces in the Philippines
Office of the Commanding General
Ft Mills, Philippines

March 26, 1942

Subject: Crew Lists of chartered Inter-Island Transports

To: The Adjutant General, Washington, D C

Reference your radio 1177 of March 14, 1942, herewith crew lists of chartered Inter-Island Transports together with names and addresses of beneficiaries.

For the Commanding General:

Carl H Seals
CARL H SEALS,
Brigadier General, U. S. A.
Adjutant General

25 Incls (in dup)

BOHOL II
LEGASPI
ELCANO
HAI KWANG
KOLAMBUGAN
YUSANG
M/S CONDENSA
M TALISAY
M/V GOVERNOR TAFT
S/S LEPUS
M/S LA ESTRELLA CALTEX
M/V KATIPUNAN
M/V DUMAGUETE
USAT REGULUS
M/S PRINCESS OF CEBU
M/S KANLAON
M BACOLOD
M/V PRINCESA
M/V EMILIA
S/S CIA DE FILIPINO
S/S LUZON
M/V SURIGAO
M/V GOVERNOR SMITH
M/V AGUSTINA
S/S MAYON

Subject: Crew Lists of chartered Inter-Island Transports.

AG 565.21
(3-26-42) MO

1st Ind.

LD:ts:1812

War Department, AGO, August 13, 1942 - To the Chief of Transportation, Water Division (Att: Lt. Bauer).

25 Incls. n/c

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United States Forces in the Philippines
Office of the Commanding General
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Commonwealth of the Philippines)
City of Manila) :

/pgt

A F F I D A V I T

I, AVELINO B. MARTE, of legal age, married and resident of 219 Camba, Binondo, Manila, who after having been first duly sworn, depose and say:

Prior to the outbreak of war, I was working for the U. S. Army Transport Service located at Pier 1, Port Area receiving a salary of ₱1.30 per day. On 10 Oct. 1941 I started working for the U.S. Army Transport , Service Water Transportation, Manila for a salary of ₱1.30 per day. I continued this work as laborer until 15 Dec. 1941 when I was promoted to Timekeeper and continue working as such until 31 Dec. 1941.

Our paymaster was Sgt. Kabacao, U.S. Army. The officer in charge for the unit in which we work was Major Ward, of whose whereabouts I know nothing, and the Chief Timekeeper was Mr. Julian Garcia.

As I was timekeeper at the time of the Japanese invasion I was able to keep a duplicate of my report, the original of which I submitted to Mr. Garcia and I am submitting this duplicate payroll for the week beginning 18 Dec. 1941 and ending 24 Dec. 1941 in behalf of my claim. I am also submitting the badge that was issued to me , No. 515, by the Quartermaster Corp. During the Japanese occupation I remained for a while in Manila operating a caretela. In 1942 I took my family to the province and I started working as an inspector in the Labor Pool of a guerilla organization. I also did some farming and raised only enough produce for my own use.

Avelino B. Marte
AVELINO B. MARTE

Subscribed and sworn to before me this [illegible] day of Feb. 1946.

MARSHALL V. WALKER
Capt. INF
Investigating Officer.

TUESDAY, DEcember 23, 1941

LIST OF MEN EMPLOYED AT Q.M.C. BASIN MAINT. AND REPAIR FORCE

NAME	DESIGNATION	RATE PER ANNUM
1. TORRES, Jesus	Foreman	$ 960.00
2. MARQUES, Juan	Blacksmith	480.00
3. GALIT, Angel	Machinist	480.00
4. RAFAEL, Andres	do	480.00
5. PASIONAR, Angel	do	480.00
6. BERNARDO, Alfredo	Caulker	480.00
7. TUGAOEN, Santiago	Carpenter	420.00

TUESDAY, December 23, 1941

LIST OF MEN EMPLOYED AT Q.M.C. BASIN MAINT. AND REPAIR FORCE

	NAME	DESIGNATION	RATE PER ANNUM
1.	TORRES, Jesus	Foreman	$ 960.00
2.	MARQUES, Juan	Blacksmith	480.00
3.	GALIT, Angel	Machinist	480.00
4.	RAFAEL, Andres	do	480.00
5.	PASIONAR, Angel	do	480.00
6.	BERNARDO, Alfredo	Caulker	480.00
7.	TUGAOEN, Santiago	Carpenter	420.00

CIVILIAN EMPLOYEE COMING WITHIN MISSING PERSONS ACT

OSSA 220

MARTE	AVELINO		A.T.S. Q.M.C.	Manila, P.I.
LAST NAME	FIRST NAME	MIDDLE NAME	BUREAU, FORCE, OR SERVICE	INSTALLATION OR PLACE ASSIGNED

Laborer	.08 1/8 /hr.				
OCCUPATION	RATE OF PAY	QTRS	SUBS	DATE HIRED OR APPOINTED	RESIDENCE

PAY ROLL DATA

Date of Birth:

PERIOD 1941	EMPLOYED DAYS	EMPLOYED HOURS	GROSS EARNINGS	DEDUCTIONS CIV. SERV. RET.	DEDUCTIONS QRTRS AND/OR SUBS.	NET AMT. PAID	VOUCHER NUMBER	ACCT'G PERIOD	DISBURSING OFFICER	REMARKS
12-18-24		112	9.10			9.10	3460	Jan. 42	J.R. VANCE COL. FD	Not Paid

ALLOTMENT RECORD

CLASS	AMOUNT	FROM	TO	ALLOTTEE AND ADDRESS	REMARKS

REMARKS: Form initially prepared in Office of Special Settlement Accounts, 27 Pine St., N.Y. N.Y.

CERTIFIED TRUE COPY:

BENJAMIN J. PULLEY
Captain - Inf.
Investigating Officer

WEEKLY PAYROLL

SUNDAY, DECEMBER 21, 1941

TENTATIVE DESTINATION:

SPECIAL LABOR:		T 18	F 19	S 20	S 21	M 22	T 23	W 24	NO. DAT	WAGES PER DAY	AMT. DUE:
1. Barque,	(R) C.	xx	x	xx	x	xx	x	x	10	$ 2.00	$ 20.00
2. Mavabantad	(R)S	x	xx	x	xx	x	xx	x	10	2.00	20.00
3. Calzado,	(R)J	x	xx	x	xx	x	xx	x	10	2.40	24.00
4. Advincula	(R)A	x	xx	x	xx	x	xx	x	10	1.80	18.00
5. Near	(R)I	xx	x	xx	x	xx	x	x	10	1.80	18.00
6. Bautista,	(R)F.	xx	x	xx	x	xx	x	x	10	1.60	16.00
7. Diongson,	(R)P	X		x	xx	x1	xx	x	8 1/2	1.60	13.60
8. Gonzales,	(R)T	x	xx	x	xx	x	xx	x	10	1.60	16.00
9. Balacania	(R)I	x	xx	x	xx	x	xx	x	10	1.50	15.00
10. Gloria	(R)C	x	xx	x	xx	x	xx	x	10	1.50	15.00
11. Abeabe	(R)P	xx	x	xx	x	xx	x	x	10	1.60	16.00
12. Pastor	(R)R	x	xx	x	x	xx	x	x	9	1.50	13.50
13. Ramos	(R)J	x	xx	x	xx	x	xx	x	10	1.50	15.00
14. Talastas	(R)E	xx	x	xx	x	xx	x	x	10	1.80	18.00
15. BERNARDO	L	x		xx	x	xx	x	x	8	2.00	16.00
16. ABLAZA	A	x	xx	x	xx	x	xx	x	10	1.60	16.00
17. ANICETO	L	x	xx	x	xx	x	xx	x	10	1.60	16.00
18. BALAGTAS	A	xx	x	xx	x	xx	x	x	10	1.60	16.00
19. BERNARDINO	C	x	xx	x		xx	x	x	8	1.60	12.80
20. BRAVO	A	xx	x	xx	x	xx	x	x	10	1.60	16.00
21. CAREON	F	x	xx	x	x	x	xx	x	9	1.60	14.40
22. DELA CUESTA	F	xx	x	xx	xx	xx	x	x	11	1.60	17.60
23. ENRIQUEZ	T	xx	x	xx	x		xx	x	9	1.60	14.40
24. GALOPE	R	x	xx	x	xx	x	xx	x	10	1.60	16.00
25. GUANLAO	E	x	xx	x			xx	x	7	1.60	11.20
26. GUINHAWA	J	xx	x	xx	x	xx	x	x	10	1.60	16.00
27. MOLINA	B	xx	x	xx	x	xx	x	x	10	1.60	16.00
28. OBISPO	E	xx	x	xx	x	xx	x	x	10	1.60	16.00
29. RODOLFO	A	x	xx	x	xx	x	xx	x	10	1.60	16.00
30. SANTOS	D	xx	x	xx	x	xx	x	x	10	1.60	16.00
31. SORIANO	S	xx	x	xx	x	xx	x	x	10	1.30	13.00
32. Abeabe	M	xx	x	xx	x	xx	x	x	10	1.30	13.00
33. Adoptante	A	xx	x	x	x	xx	x	x	9	1.30	11.70
34. Alcantara	E	xx	x	xx		xx	x	x	9	1.30	11.70
35. Bravo	S	x	xx	x	xx	x	x	x	9	1.30	11.70
36. Callas	M	x	xx	x	xx	x	xx	x	10	1.30	13.00
37. Cardano	S	x	xx	x	xx	x	xx	x	10	1.30	13.00
38. Cuevas	C	x	xx	x	xx	x	xx	x	10	1.30	13.00
39. Corpuz	A	xx	x	x		xx	x	x	8	1.30	10.40
40. Garcia	F	xx	x	xx	x	xx	x	x	10	1.30	13.00
41. Jaurique	F		xx	xx		xx	x	x	7	1.30	9.10
42. Lopez	W	x	xx	x				x	5	1.30	6.50
43. Marte	A	xx	x	xx	x	xx	x	x	10	1.30	13.00
44. Martin	L	x	xx	x	xx	x	xx	x	10	1.30	13.00
45. Mendoza	A	x	xx	x	xx	x	xx	x	9	1.30	11.70
46. Medallas	H		xx	x	xx	x	xx	x	10	1.30	13.00
47. Nerves	P	x	xx	x	xx	x	xx	x	10	1.30	13.00
48. Palatino	A	xx	x	xx	x	xx	x	x	10	1.30	13.00
49. Pingol	M	xx	x	xx	x	xx	x	x	8	1.30	10.40
50. Reyes	J		x	xx	x	xx	x	x	10	1.30	13.00
51. Reyes	F	xx	x	xx	x	xx	x	x	10	1.30	13.00
52. Sabangan	L	xx	x	xx	x	xx	x	x	10	1.30	13.00
53. Seneres	A	x	xx	x	xx	x	xx	x	10	1.30	13.00
54. Serabia	C	x	xx	x	xx	x	xx	x	10	1.30	13.00
55. Tangilan	A	x	xx	x	xx	x	xx	x	10	1.30	13.00
56. Tenorio	J	x	x	x		x	x	x	6	1.30	7.80
57. Tiangco	C	x	x	x		xx	x	x	7	1.30	9.10
58. Varala	J	x	xx	x	xx	x	xx	x	10	1.30	13.00
59. Villanueva	A	x	xx	x	xx	x	xx	x	10	1.30	13.00
60. Villavert	E	xx	x	xx	x	xx	x	x	10	1.30	13.00
61. Macabantad	L	xx	x	xx	x	xx	x	x	10	1.30	13.00
62. Pasionar	M			x	xx	x	xx	x	7	1.30	9.10

J. LANSTON
CHIEF FOREMAN

A. B. MARTE
TIME KEEPER

WEEKLY PAYROLL

SUNDAY, DECEMBER 21, 1941.

TENTATIVE DESTINATION:

KITCHEN POLICE		T 10	F 19	S 20	S 21	M 22	T 23	W 24	NO. DAY	WAGES PER DAY	AMT.DUE:
1. Dela Pisa	R.	x	x	x	xx	x	x	x	8	$ 0.50	$ 4.00
2. Guibani	N.	x	x	x	xx	x	x	x	8	0.50	4.00
3. Arogante	D.	x	x	x	xx	x	x	x	8	0.50	4.00
4. Balagtas	E.	x	x	x	xx	x	x	x	8	0.50	4.00
5. Banlansay	G.	x	x	x	xx	x	x	x	8	0.50	4.00
6. Barecuarte	A.	x	x	x	xx	x	x	x	8	0.50	4.00
7. Cabilian	V.	x	x	x	xx	x	x	x	8	0.50	4.00
8. Ebias	F.	x	x	x	xx	x	x	x	8	0.50	4.00
9. Guevara	S.	x	x	x	xx	x	x	x	8	0.50	4.00
10. Uyangurin	B.	x	x	x	xx	x	x	x	8	0.50	4.00
11. Velasco	P.	x	x	x	xx	x	x	x	8	0.50	4.00
12. Guzman	P.					x	x	x	3	0.50	1.50
13. Crueldad	L.						x	x	2	0.50	1.00
14. Enriguez	L.						x	x	2	0.50	1.00

A. B. MARTE
TIME KEEPER:

J. LANSTON
CHIEF FOREMAN:

FOLDER #16-A ARMY TRANSPORT SERVICE