C-85
Drawer 4

AFFIDAVIT

ANDO D. MORENO, Filipino citizen, of legal age, married, now d with postal address at No. 52 Esguerra Street, Pasay City, , after first having been duly sworn to in accordance with law, se and say:

that I am familiar with Nicanor Cabrera, who was a former crew er of the M/V Legaspi assigned as "Sailor" prior to the Japanese occu- ation of the Philippines;

2. That I have knowledge of the fact that said Nicanor Cabrera did not continue services with the aforementioned vessel in its last trip to Corregidor in view of the information he heard that there were Japanese destroyers awaiting us at Puerto Galera, Mindoro. Moreover, he was sick with malaria at that time and chose to be remain at Capiz with another shipmate, whose name I cannot now recall. For this reason his name does not appear in the list of members of the crew of the M/V Legaspi who were awarded the Silver Star Award for gallantry in action by the Commanding General, United States Army Forces in the Far East on 16 February 1942.

IN WITNESS WHEREOF, I have hereunto signed this 18th day of April 1951 at Hqs, 8133d Army Unit, Adjutant General Records Depository, APO 928.

F. D. Moreno

FERNANDO D. MORENO

SUBSCRIBED AND SWORN to before me this 18th day of April 1951, at Hqs, 8133d Army Unit, Adjutant General Records Depository, APO 928.

Richard Evans

RICHARD EVANS
WOJG USA
Asst Adjutant General

HEADQUARTERS
UNITED STATES ARMY FORCES, WESTERN PACIFIC
RECOVERED PERSONNEL DIVISION
CEBU BRANCH

APO 718
21 December 1945

SUBJECT: Lists of crew of commandeered ship "Legaspi".

TO : Recovered Personnel Division.

1. Enclosed are certfied True Copies of members of motor ship "Legaspi".

2. These records were obtained from Capt. Flaviano Suarez -- Maritime Personnel -- Port Command Sub Base "S".

(SGD) ROBERT G. SMITH
2nd Lt. Inf.
Rec. Pers. Det.
War Dept. Pay Claims

A TRUE COPY:

ANDREW D. GRUBER
Capt AGD

War Department Pay Claim Office
Cebu Branch

********** TRUE COPY **********

20 December 1945

Jan. 21 -- Feb 3 — 38 off. & men (all received decorations at com. of 3rd trip)

FIRST TRIP

1. Lino T. Conejero ---------- Master
2. Flaviano Suarez ---------- Chief Officer
3. Jose Amoyo ---------- Detailed off. from MS Bohol(Capt)
4. Jose Tancinco ---------- Radioman
5. Lorenzo de Vera ---------- Chief Engineer
6. Sol Vil Solis ---------- Second Engineer
7. Juan Echevarria ---------- Third "
8. Quintin Macalindol ---------- Boatswain
9. Sigundo Matranas ---------- Quartermaster
10. Benito Solon ---------- "
11. Agripino Quisay ---------- "
12. Pelagio Flores ---------- Oiler
13. Celso Abellana ---------- "
14. Tarciano Alfonso ---------- "
15. Nicanor Antecamara ---------- Winchman
16. Marciano Emia ---------- "
17. Julian Rosalijos ---------- "
18. Ricardo Libre ---------- Sailor
19. Antonio Labores ---------- "
20. Diego Fernandez ---------- " (off at Capiz for Cebu)
21. Celestino Ursal ---------- " (off at Capiz for sick leave)
22. Torino Ursal ---------- " (off at Capiz for sick leave)
23. Ceriaco Barzona ---------- "
24. Juan Barazona ---------- "
25. Agaton Villarente ---------- "
26. Guillermo Cavan ---------- "
27. Juan Balbirona ---------- "
28. Ciriaco Balbirona ---------- "
29.
30. Fernando Moreno ---------- Chief Steward
31. Pedro Fornis ---------- Chief Cook
32. Ceriaco Rosalijos ---------- Crew's cook
33. Fabian Tirol ---------- Storekeeper
34. Maximo Young ---------- Officer's Boy
35. Donato Rosal ---------- Captain's Boy
36. Juanito Caluya ---------- Engineer's Boy
37. Sabino Fernandez ---------- Galley Boy
38. Felix Romero ---------- Pantry Boy
39. Leon Espina (not officially listed; off at Capiz)

Feb 6 -- Feb 15 53 Men

SECOND TRIP

1.	Lino T. Conejero	Master
2.	Flaviano S. Suarez	Chief Officer
3.	Jose Amoyo	Detailed Officer c/o MS Bohol
4.	Jose Tancinco	Radio-man
5.	Lorenzo de Vera	Chief Engineer
6.	Sol Vil Solis	Second Engineer
7.	Juan Echevarria	Third "
8.	Quintin Macalindol	Boatswain
9.	Sigundo Matranas	Quartermaster
10.	Benito Solon	"
11.	Agripino Quisay	Oiler
12.	Pelagio Flores	"
13.	Celso Abellana	"
14.	Tarciano Alfonso	"
15.	Nicanor Antecamara	Winchman
16.	Marciano Emia	"
17.	Julian Rosalijos	"
18.	Ricardo Libre	Sailor
19.	Antonio Labores	"
20.	Ceriaco Barazona	"
21.	Juan Barazona	"
22.	Agaton Villarante	"
23.	Guillermo Cavan	"
24.	Juan Balbirona	"
25.	Ceriaco Balbirona	"
26.		
27.	Fernando Moreno	Chief Steward
28.	Pedro Fornis	Chief Cook
29.	Ceriaco Rosalijos	Crew's Cook
30.	Fabian Tirol	Storekeeper
31.	Maximo Young	Officer's Boy
32.	Donato Rosal	Captain's Boy
33.	Juanito Caluya	Engineer's "
34.	Sabino Fernandez	Galley "
35.	Felix Romero	Pantry "
36.	Sergio Bergamo	Cabin "
37.	Platon Salario	" "
38.	Abundio Ramos	" "
39.	Sabas Movar	" "
40.	Francisco Navarro	" "
41.	Zacarias Miranda	" "
42.	Felix Corpus	" "
43.	Maximo Mananay	" "
44.	Damian Misa	" "
45.	Margarito Iglesias	" "
46.	Raymundo Bohol	" "
47.	Pablo Suarez	" "
48.	Cruz Escanilla	" "
49.		
50.		

51.
52. Maj. Lorenzo Santamaria ----- USATS Com. officer
53. Meliton Sacedon ---------- 2nd cook c/o "Don Esteban"

Sebastian Chan ---------- Regular cabin boy detained at Corregidor for stabbing Felix Corpus on left leg. Never returned.

Feb. 21 ---- Mar. 1

80 men, return up to Varadero Bay only

THIRD TRIP

1.	Lino T. Conejero ---	Master ---------	Reached Mabini, Batangas
2.	Flaviano S. Suarez -	Chief Officer --	" Manila
3.	Jose Amoyo ---------	Detailed Off. --	" "
4.	Jose Tancinco ------	Radioman -------	" Tabinay, Mindoro
5.	Lorenzo de Vera ----	1st Eng. -------	" Mabini, Batangas
6.	Sol Vil Solis ------	2nd Eng. -------	" " "
7.	Juan Echevarria ----	3rd Eng. -------	" Manila
8.	Quintin Macalindol -	Boatswain ------	" Tabinay, Mindoro
9.	Sigundo Matranas ---	Quartermaster --	" " "
10.	Benito Solon -------	" --	" " "
11.	Agripino Quisay ----	" --	" " "
12.	Pelagio Flores -----	Oiler ----------	" " "
13.	Celso Abellana -----	" ----------	" Sinandigan, Mindoro
14.	Tarciano Alfonso ---	" ----------	" " "
15.	Nicanor Antecamar --	Wiichman--------	" " "
16.	Marciano Emia ------	" --------	" " "
17.	Julian Rosalijos ---	" --------	" " "
18.	Ricardo Libre ------	Sailor ---------	" " "
19.	Antonio Labores ----	" ---------	" " "
20.	Ceriaco Barazona ---	" ---------	" Tabinay, Mindoro
21.	Juan Barazona ------	" ---------	" " "
22.	Agaton Villarente --	" ---------	" Sinandigan, Mindoro
23.	Guillermo Cavan ----	" ---------	" Tabinay, Mindoro
24.	Juan Balbirona -----	" ---------	" " "
25.	Ceriaco Balbirona --	" ---------	" " "
26.			
27.	Fernando Moreno ----	Steward --------	Captured, Galera, Mindoro
28.	Pedro Fornis -------	1st Cook -------	Reached Sinandigan, Mindoro
29.	Ceriaco Rosalinos --	Crew's Cook ----	Died Mar. 3rd
30.	Fabian Tirol -------	Storekeeper ----	Reached Sinandigan, Mindoro
31.	Maximo Young -------	Officer's Boy --	Captured Galera, "
32.	Donato Rosal -------	Captain's Boy --	Reached Sinandigan, "
33.	Juanito Caluya -----	Engineer's Boy -	" " "
34.	Sabino Fernandez ---	Galley " --	Captured Galera, "
35.	Felix Romero -------	Pantry " --	" " "
36.	Sergio Bergamo -----	Cabin " --	" " "
37.	Platon Salario -----	" " --	" " "
38.	Abundio Ramos ------	" " --	" " "
39.	Sabas Movar --------	" " --	" " "
40.	Francisco Navarro --	" " --	" " "
41.	Zacarias Miranda ---	" " --	" " "
42.	Felix Corpuz -------	" " --	" " "
43.	Maximo Mananay -----	" " --	Reached Sinandigan, Mindoro
44.	Damian Misa --------	" " --	" Tabinay, Mindoro
45.	Margarito Iglesias --	" " --	Captured Galera, Mindoro
46.	Raymundo Bohol -----	" " --	Reached Tabinay, Mindoro
47.	Pablo Suarez -------	" " --	Captured Galera, Mindoro
48.	Cruz, Escanilla ----	" " --	Reached Tabinay, Mindoro
49.			
50.			

51.
52. Maj. Lorenzo Santamaria -- USATS Com. Off. -- Reached Manila
53. Meliton Sacedon ---------- 2nd Cook c/o
"Don Esteban" ---- Possibly captured.
54. Melchor ---------- Comm. Off.'s Clerk - " "
55. ---------- Corregidor Nurse - Reached Manila
56. ---------- " " - Reached Manila
(both nurses male)

RETURN TRIP

Lt. Bermejo ---------- From Romblon : Scattered off
23 Ev. & Officer P.A. -- Escort from Capiz : Sinandigan & Tabinay

24
80 men Total

I certify this is a true copy:

(SGD) ROBERT G. SMITH
ROBERT G. SMITH
2nd Lt. Inf.
Rec. Pers. Det.
War Dept. Pay Claims

War Department Pay Claim Office
Cebu Branch

********** TRUE COPY **********

20 December 1945

At 7 A.M. D.S.T. of March 1, 1942 we were entering Puerto Galera per schedule to await escort Q-Boat at dawn and then proceed to Corregidor. These were 80 men, all accounted for, on board including officers and engineers and escort from Capiz. The "Legaspi" was fully loaded 2 inches over her load draft, cargoes consisting of rice, canned food, gingers, denim fatigue uniform, dried fish and meat, fruits and vegetables, coffee, sweet potatoes, washed sugar, salt, etc., to supply Bataan via Corregidor.

Two men-of-war ships were anchored at exactly the same spot of our anchorage. Men in white were seen as we entered Varadero Bay at slow engine. Type of vessel and flag could not be identified as the ships' paint blended with the mountain background. Thru my prismatic glass, I saw water passing thru the hawse pipe which convinced me that the two ships were weighing anchor. I told my captain that they must be Japanes light cruisers and that we have just enough space and little time to head our ship bow seaward-- and perhaps escape to safety, which I realized later was futile.

Captain turned ship around and we headed seaward at full speed. By now, I was fully convinced we have ren into enemy craft. The two ships gave chase, the bigger of the two placing on our starboard quarter while the smaller one took the position of our port quarter--both maintaning approximately 200 yards distant thorughout the chase.

Ship on starboard quarter hoisted Intil. code signal ----- "STOP IMMEDIATELY". (3 flag Hoist which I was able to decode by the Intl. code book.) We proceeded and decided to run the ship aground. A second signal was hoisted ---- "WILL FIRE IF YOUR PROCEED" and simulteneously the Japanese men-of-war flag was hoisted ---- a clean shite flag with the rising sun with rays, partly covering the flag formerly on hoist while at anchor which I now clearly see as an old British merchant marine flag.

I heard one shot, presumably fired in the air as warning. I came down to main deck and headed all hands to port engine alleyway, thinking the bigger cruiser on starboard was firing. Succeeding shots followed, all hitting directly bridge, radio room and lifeboats. By now, by explosions of projectiles, I realized the smaller cruiser on port side was firing while the bigger one is blocking closing on our starboard side. Immediately, I hered all men on the other side of the engine bulkhead, as then we were directly on target from the port side. The ship was then perpendicular to coastline. In the meantime, efforts were made to loose up gate valve and flood the engine. But all bolt pins stucked up and engineer reported it was impossible.

Ship hit rocky coast at full speed. Six shots all hit ship,

but indications of capturing ship intact was shown how shots were aimed. On eshot hit the overhung of the stern, while all the rest hit above shade deck. Firing stopped after we hit ground. A few jumped off quite far from the coast. They were mostly soldiers. The rest jumped off in proper order after ship was grounded. Later, men who were swimming coastward were machin-gunned by the bigger cruiser. I could see the spurts of water from where I stood on the foredeck. Captain was beside me, still ordering me to lower lifeboats. Then have been al destroyed long before we grounded. He seemed shock and out of wits. I ran aft, set fire to linen and balnket cargo; oil in 20 drums midship and all papers in 2nd engine cabin.

I reported to captain that all have jumped off ashore. And it was our turn now. Shells were bursting now and possibly they were the ammunitions we carried. I jumped off and when I reached shore, I looked at my watch. It stopped at exactly 7:38 A.M. We were scattered and it was two days after the captain reunited my group.

On March 5 we transferred to the mainland crossing every post by night. People here were very cooperative. They help us by way of food and escape. Some, mostly cabin boys, by force of hunger, surrendered to the enemy at Galera. They were captured while looking for food. A few got personal passes as resident of the place. They were mostly sailors who passed off as farmers.

All ships papers were burned. Ship burning for seven days. Every lauch were able to take only a few sack of rice from ship's store. Approaches stopped later as top section of vessel cave-in. Only hull left and holds smoking -- possibly internal fire continued long after we have left Mindoro.

On March 9, seven of us contracted a sailboat to bring us to Batangas. We reached Mabini, Banan, Ba tangas in the afternoon of the same day. March 10, I and three companions proceeded to Manila arriving here at 11 A.A. of the same day. I lived here until today June 26, 1942. My cousin's wife is taking care of me and I have lived with them thru their kindness. All my worldly and personal belongings were lost at the time of our accident. After I reached Manila, thru the help of my wife's cousin and friends, I am able to live thru these days.

Today I proceed to Cebu and join my family. This is made possible thru the help of friends; without them I do not know what will happen.

This is my official report written this 26th day of June 1942, so that in the event of personal accident or death to me, those concern will know and perhaps be able to help my family. I have serve my country the best way I could. So help me God!.

Manila, June 26, 1942

Raid of Jan. 4, 5, & 6 casualty:

Cornelio Ramirez ----- Machinist

Found missing on the 5th day of Jan. Later excavated body found under ditch and covered by rocks and dust near Ice Plant Identified by keytainer and ship's identification metal chip proved belonging to deceased. His papers and P 35.00 cash turned over to Provost Marshall. Death properly reported to Prov. at Fort Mills, Corregidor.

I certify this is a true copy:

(SGD.) ROBERT G. SMITH
ROBERT G. SMITH
2nd Lt. Inf.
Rec. Pers. Det.
War Dept. Pay Claims

CERTIFICATE

M/S Legaspi

I, Pedro Fornis, Chief Cook aboard the"M/S Legaspi", do hereby certify that the following statements are true and complete to the best of my knowledge:

The ship M/S Legaspi was engaged in transporting food supplies from Iloilo to Manila; the round trip was made approximately once a week. On the third trip to Manila, 2 Feb. 1942 our ship encountered a Japanese destroyer near the Island of Mindoro, where our ship was sunk. Some members of our crew were killed before the the actual sinking, but I do not recall any of the crew members names. Just before the ship went down I swam to shore of the Island of Mindoro. To the best of my memory seven members of our crew reported to headquarters at Capiz, to Col. Garcia Q.M. supply officer.

I remember but one of our crew, second Cook, Leliton Salcidon, who was saved. Our Captain's name was Cornejo.

That my salary was P110.00 per month, and I was last paid to include January, 1942, by Capt. Cornejo.

That after the sinking I reported to headquarters at Capiz, a and was given a job as a Warehouseman until 16 April 1942, on that day I evacuated to the mountains because of Japanese landing. I did nothing while in the mountains until 1 Sept. 1942 when I joined the Guerrillas.

Pedro Fornis
PEDRO FORNIS
Chief Cook M/S Legaspi

Subscribed and sworn to before me this 9th day of November, 1945, at the City of Iloilo, Philippines.

Gustave C. Boesch, Jr.
GUSTAVE C. BOESCH, Jr.
1st Lt., Inf.

UNITED STATES OF AMERICA)
COMMONWEALTH OF THE PHILIPPINES) s.s.
CITY & PROVINCE OF CEBU)
x - - - - - - - - - - - - - - - - -/

AFFIDAVIT

Alfred P. Deen, Filipino, 41 years of age, married and residing at Cebu City, Cebu, Philippines, after being duly sworn in the manner required by law deposes and states:

1.- That I am a lawyer by profession having practice in Cebu and the neighboring islands since 1931, up to the present;

2.- That in or about the first days of February, 1942, there was organized in Cebu City, an Army Transport Service, under Lt.- Col.- C.Z. Byrd, QMC, U.S.A. who came down from Fort Mills, Corregidor; that Lieut.- Col. Byrd was the Superintendent of the Army Transport Service at Cebu City;

3.- That deponent was engaged by the Army Transport Service as legal adviser and was put in charge of all legal papers relative to the employment of seamen, marine officers, as well as the preparation of all charter party contract of vessels taken over by the Army Transport Service, affidavits re accidents or injuries and of survivors of vessels that were either sunk or damaged due to enemy action;

4.- That it came to deponent's direct and positive knowledge, that one LINO T. CONEJERO, by profession a Master of ocean going vessels, was engaged and employed and placed in command of the M/v "Legazpi", a vessel taken over under charter party contract by the Army Transport Service;

5.- That the charter party contract of the M/v "Legazpi" was not prepared in Cebu, the said vessel having been taken over either at Manila or Fort Mills, Corregidor.

Further, deponent sayeth not.

Cebu City, Cebu, Philippines Oct. 18, 1945.

Alfred P. Deen
ALFRED P. DEEN

Subscribed and sworn to before me this 19th day of October, 1945. Affiant exhibited to me his residence certificate No. A-523026, issued at Cebu City, on June 1, 1945.

Filiberto Elevado
NOTARY PUBLIC
My commission expires Dec. 31, 1946

Doc No. 68; Page No. 61; Book No. XII; S-1945

8837

18 October, 1945
Cebu, Cebu, Phil.

The Chief, Recovered Personnel Section
Headquarters, AFWESPAC
APO 707

S i r :

I wish to file my claim for salaries due me plus my back pay if and when proper in the premises under the facts hereunder related.

1.- I am a Filipino 50 years of age and by profession Master of ocean going vessels since 1917. From 1928, up to the outbreak of the war December 8, 1941, I was the Captain of the M/v "Legazpi" a vessel owned by the Philippine Steam Navigation Inc. with head office at Manila, Philippines.

2.- On the 29th of December, 1941, the M/v Legazpi was requisitioned and later chartered by the Army Transport Service while the vessel was at Manila. I was placed in command of said vessel by the Army authorities and made the following trips: 17th of January, 1942 from Fort Mills Corregidor to Capiz, Panay Island and return to Corregidor. The next trip I made was on 3rd or 4th day of February, 1942 from Fort Mills, Corregidor to Capiz and return to Corregidor. I made a third trip starting from Corregidor, bound for Capiz again carrying with me as passengers a number of invalids from Bataan, the rest of the Navy personnel at Fort Mills, and some aviators who were all bound for Capiz. I arrived safely at Capiz and on the return voyage to Corregidor somewhere between Romblon island and Corregidor two Japanese destroyers shelled and set afire my ship. I attach herewith copy of my report submitted to Gen. Basilio J. Valdez, Chief of Staff Phil. Army.

3.- I was drawing a monthly salary from the Army Transport Service at Fort Mills, Corregidor the sum of SIX HUNDRED TWELVE DOLLARS ($612.00) or One Thousand Two hundred twenty four Pesos (₱1224.00), The last time I was paid was for the month of January, 1942. I wish to mention here that after I beached my ship, I ran and hid in the hills of Mindoro and from there to Cebu to join with my family. The Japanese having virtually occupied the whole of the Philippines I kept myself apart and away from the enemy until the American landing at Leyte in October, 1944.

4.- In November, 1944, I was called to Tacloban, Leyte to resume service at coast pilot for the United States Army. And, on the 15th June, 1945, I was transferred to Base "S" Port Command, Cebu, where up to the present I continue to hold the position as harbor pilot.

5.- If under the Army regulations I am entitled to back pay for my services rendered to the United States Army during all the time of the Japanese occupation of the islands up to the date of the American re-occupation, aside from that which is lawfully due me for unpaid salary for the months of February, March and April, 1942, I shall appreciate your advise to that effect. Needless to say during all the time of the Japanese occupation of the islands, I was a hunted and hated man by the enemy for obvious reasons, one of which is the award of the Distinguished Service Cross by the United States Government.

6.- I inclose herewith the following documents: One photo of myself; a copy of my letter and report to Gen. Valdez re- the enemy action on the M/v "Legazpi" under my command and a photostatic copy of the Award

of the Distinguished Service Cross dated at Fort Mills, Corregidor, 17 February, 1942.

Respectfully yours,

LINO T. CONEJERO
C/o Pilot, Base "S" Port Command
Cebu, Cebu.

apd-

Pfc
Pf

Sibonga, Cebu, P.I.
September 17, 1945

Claims Division, USAFFE
Trade and Commerce Bldg. 7th Floor
Corner Dasmarinas & Juan Luna Streets
Manila, P. I.

S i r s:

I was Chief Officer of the A.T.S. "Legaspi" which was shelled and sunk by Japanese destroyers off Puerto Galera Bay, Mindoro, P.I. on March 1, 1942. Myself and other officers and crew were cited and awarded the Silver Star (220.5 Misc - AG - V) dated February 16, 1942 at Fort Mills, Corregidor, P. I. for running the blockade between Bataan and a port still under United States control. I have in my possession the original and official copy of the citation and the names of the crew under me.

On the 23rd of January of this year, I reported back for active service at Tacloban, Leyte, P.I. which was the earliest time I got out of Jap-held Cebu. The U. S. War Shipping Administration employed me as Chief Officer on the 29th of January until July 17th of this year when I was paid off by mutual consent with the ship's captain.

Some members of the crew were killed in action aboard the "Legaspi" and others I find now almost destitute and penniless. Their only hope is to go back and to serve again or if the Philippine or U. S. governments have plans for our rehabilitation or some other government benefits that will be forthcoming.

Could this office furnish me the information of how these benefits be secured for the families of my deceased shipmates? And for us, the living, are steps being taken by our government for the aid of us whom war had rendered destitute and some homeless?

I will appreciate very much if through this office something could be done for the men under me.

Very respectfully yours,

Flaviano S. Suarez

FLAVIANO S. SUAREZ
(Master Mariner)

Manila, February 5, 1945

TO WHOM IT MAY CONCERN:

This is to certify that I, Jose A. Amoyo, captain in the United States Army Transport Service, piloting the M/S Legaspi commanded by Captain Lino Conejero and which had been designated by the Army High Command at Corregidor to load food supplies from Capiz for Corregidor Island and Bataan, hereby declare that the following is a true and accurate account of the disaster of said M/S Legaspi; to wit:

That on February 27, 1942, after loading food supplies, the M/S Legaspi left the port of Culasi, (Capiz) at 11:00 P. M. by order of the army headquarters, on her return trip to Corregidor. On the following morning, February 28th, we docked at Romblon to seek shelter as usual during the day and at the same time to load fresh water. We stayed in the port until 8:00 o'clock that evening, then resumed our trip. Our next stop was at Varadero Bay, Mindoro. We were sailing with cloudy weather and passing squall.

On March 1st at 5:00 o'clock in the morning, while approaching Varadero Bay, we reduced our speed to dead slow on account of the rain and squalls hanging at the mouth of the bay. The M/S Legaspi was coming to within a quarter of a mile from the port, at this time the weather improved, when we noted two queer dark objects while a nearby lighthouse was flashing signals to us, using our secret code. Our belief then was that the American Navy had come to base in the port. We soon discovered though that the queer objects we saw were warships, one destroyer and the other a heavy cruiser. Not long afterwards, the warships hoisted their flags and it was British. As we were still in doubt as to the correct identity of the vessels, we steered to opposite course in order to withdraw from the scene. Now the vessels were signalling to us, by flag, to "lie to" and their Japanese ensigns were now very visible.

At this time, we have already altered our course and have ordered full speed ahead. Captain Conejero, Chief Officer Suarez, Major Sta. Maria and I, held a brief conference to decide on the proper course to follow. In the conference we unanimously agreed that the SHIP MUST NOT BE SURRENDERED AT ANY COST to the enemy. So, we scuttled the M/S Legaspi, destroyed all important and confidential letters and documents in preparation for the worst to come. Orders were given to open the sea cock and to prepare all life boats for the emergency. Reports were, at this time, flashed to Corregidor -- an accurate account of the situation. The ship was now being steered towards the beach west of Escarceo Pt. at full speed. During all this time, the enemy vessels were in their

hot pursuit of the M/S Legaspi. We were finally overtaken by the enemy cruiser, which immediately took position towards our starboard side from a distance of about 600 yards while the enemy destroyer was at a position on our port side. By this time, the destroyer signaled us to stop and when she noted that we had no intention to yield to their order, she fired the first shot that hit the radio room which completely destroyed it. It was now 7:05 o'clock in the morning. Three more shots followed which struck the captain's room and chart room. Then followed by two more shots that hit the first class accommodations. This time we were already aground on a rocky bottom about 500 yards west of Escarceo lighthouse. The life boats were now rendered useless. Fire was then started on board, for which our gasoline cargo came in very handy. The fire had soon transformed what was once a fine ship into a burning inferno -- it was at this time that we, the officers and crew, swam towards the beach for safety and escaped from the enemy. For a time the destroyer kept on machine gunning us.

We were already safe on land when the Chief Officer reported that one of our crew was badly hurt by broken glass while still on board the Legaspi, whom we later found out died in a Japanese Army Hospital. Major Sta. Maria was also wounded by the neck while I sustained wounds in both hands.

With the aid of the good people of Puerto Galera, we had managed well in evading our pursuers. Former Chief of Police Estanislao Cabarubias of this town had given us valuable assistance in many ways until we were able to escape to Mabini, Batangas. Most of the survivors, among whom are members of the crew and many other USAFFE men, were left behind at their own request while a few mess boys of the ship surrendered to the Japanese Garrison. Captain Conejero, the chief and first assistant engineers were also left behind in Mabini to await transportation that could take them to Cebu. Chief Officer Suarez, the 2nd Asst. Engineer, Major Sta. Maria and I, proceeded to Manila by motor car on March 11, 1942, reached the city the same day at about 11:00 A.M.

That the foregoing is a true and accurate account of events surrounding the heroic disaster of the M/S Legaspi can be readily attested to by other persons connected with the incident.

JOSE A. AMOYO
Captain

CALTEX (PHILIPPINES) INC.

Tacloban, January 17, 1945

Basilio J. Valdes
Major General, Chief of Staff
Philippine Army

S i r :

Enclosed is a complete report of the former "M.S. Legaspi", which was under my command, on her last trip from Capiz to Port Mill Corregidor on February 27, 1942. This ship was then in the service of the U.S. Army Transportation Service.

This report is being respectfully addressed to your Office for any action or recommendation which you deem necessary on the case.

Respectfully,

LINO T. CONEJERO
Ex-Master "M.S. Legaspi"

LTC/O/sav

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:

/s/

25 Incls (indup)

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

BOHOL II
LEGASPI
ELCANO
HAI KWANG
KILAMBUGAN
YU SANG
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

LD:ts:1812

1st Ind

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

25 Incls. n/c

CREW LIST OF M.V. "LEGASPI"

NAME	DESIGNATION	BENEFICIARY AND ADDRESS
Lino T. Conejero	Captain	Emilia Lanoza (Wife) Camputso, Lahug, Cebu
Flaviano Suarez	1st Officer	Araceli Urbina (Wife) Sibonga Cebu
Lorenzo de Vera	1st Engineer	Anatalia Gomez (Wife) Opon, Cebu
Sol Vil Solis	2nd Engineer	Magdalena Tumulak (Wife) Opon, Cebu
Juan Echevarria	3rd Engineer	Luiz Aboitiz (Guardian) Lahug, Cebu
Quintin Macalindol	Boatswain	Maxima Ocobillo (Wife) #15 Balagtas St. Cebu
Pelagio Flores	Quartermaster	Juliana Colina (Wife) Mandaue, Cebu
Segundo Matranas	Quartermaster	Felishima Sanchez (Wife) Cansoje, Argao, Cebu
Diego Fernandez	Quartermaster	Natividad Ubalde (Wife) T. Padilla, Cebu
Celso Avellano	Sailor	Sustinia Campos (Wife) #144 C. Padilla, Cebu
Marcino Emia	Sailor	Agripina Saramosin (Wife) Clarin, Bohol
Nicanor Antecamera	Sailor	Salud Marquez (Wife) Sibonga, Cebu Cebu
Juanito Pepito	Sailor	Dolores Boayaban (Mother) Bagay, Daan Bantayan,/
Ricardo Libre	Sailor	Temotea Pardillo (Wife) Minglanilla, Cebu
Cerilo Rosaliyas	Sailor	Justiquia Pepito (Mother) Dean Bantayan, Cebu
Bergio Bergamo	Sailor	Erene Chica (Wife) #30 El Felisbusteremo, Cebu
Cruz Escanilla	Sailor	Florentina Rondena (Mother) Jones Avenue, Cebu
Leon Espina	Sailor	Isidra Santilan (Wife) Sibonga, Cebu
Juanito Caluya	Sailor	Eustaquia Cabristante (Wife) Dumaguete, Negros,Or.
Maximo Mananay	Sailor	Juanita Langbid (Wife) Minglanilla, Cebu
Felix Romero	Sailor	Dolores Morina (Wife) #64-C Sanciangko, Cebu
Platon Solario	Sailor	Candida Saberon (Wife) Subangdaku, Mandaue, Cebu
Margarito Iglesias	Sailor	Leoncia Macasero (Wife) Subangdaku, Mandaue, Cebu
Pedro Fornis	1st Cook	Estelita Limping (Wife) Hilongos, Leyte
Sabino Fernandez	Crew's Cook	Mercedes Taboada (Mother) Mabini, Ilolilo
Raymundo Boholst	Galley Boy	Juliana Boja (Mother) Merida, Leyte
Francisco Navarro	Galley Boy	Carmen Furia (Mother) Butusan, Agusan
Fernando Moreno	1st Steward	Leonisa Espinosa (Wife) Guadalupe, Cebu
Jose Tancinco	Radio Operator	Aquilina Roldan (Wife) #63 Villagonzalo, Cebu
Maximo Young	Official Boy	Emilia Purisima (Wife) Opon, Cebu
Donato Rosal	Captain Boy	Illuminada Plaza (Wife) Samboan, Cebu
Sabas Monar	Engineer Boy	Fidela Monar (Sister) #164 C. Borromeo, Cebu
Abundio Ramos	Storekeeper	Sotera Pangantihon (Mother) #71 Valeria St.Iloilo
Nicanor Cabrera	Ice Box Boy	Sotero Cabrera (Father) #292 Colon St. Cebu
Pablo Surrez	Pantry Boy	Felisa Absull (Mother) Hilongos, Leyte
Julian Bernido	Cabin Boy	Cornelio Bernido (Mother) Suba, Anda, Bohol
Damian Misa	Cabin Boy	Salustiana Misa (Sister) #22 B Figuroa St. Cebu
Felix Corpus	Cabin Boy	Anastacio Corpus (Father) Mantajan, Leyte
Sebastian Chan	Cabin Boy	Victoria Martinez (Mother) Palo, Leyte Neg
Andres Arinasa	Cabin Boy P	Primitivo Arinuza, (Father) San Jose, Occidental/
Tarciano Alfonso	Oiler	Regina Portich (Mother) Talisay, Cebu
Cornelio Ramirez	Oiler	Margarita Reyes (Wife) #93 Martires St. Cebu
Benito Solon	Winchman	Paula Rosalijos (Wife) Bagay, Daan Bantayan, Cebu
Julian Rosalijos	Winchman	Erene Bargamato (Wife) Carcar, Cebu
Fabian Tiral	2nd Steward	Simporosa Misa (Wife) Cordova, Cebu
Zacaries Miranda	Cabin Boy	Gregorio Miranda (Father) Dao, Antique

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LEGASPI CREW LIST

(cont'd)

Agripino Quisay	Quartermaster Julia Quisay wife Sunbguang, Bato Cebu
Ciriaco Balborona	Sailor
Juan Balborona	Sailor
Cirilo Barazona	Sailor
Dioscoro Barazona	Sailor
Agaton Billarete	Sailor
Guillermo Caban	Sailor
Antonio Labores	Sailor
Ponciano Malait	Sailor
Leoncio Ursal	Sailor
Torino Ursal	

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

Fort Mills, P.I.,
February 19, 1942.

Subject: Award of Distinguished Service Medal.

To: Captain Lyle T. Quanjer, Air Transport Command.

1. In recognition of the services of the United States, under the provisions of the act of Congress approved July 9, 1918, the Distinguished Service Medal is awarded to Lyle T. Quanjer, Captain, Air Transport Command, for extraordinary heroism in connection with military operations against an enemy of the United States.

2. When the main force of the United States Army Forces in the Far East received a decisive position on the Bataan Peninsula, Japan initiated heavily, early in January, 1942, further naval and air reinforcements in off shipments of reconnaissance and bombers. Upon the assistance of additional enemies between Manila in the Philippines, Captain Quanjer, pilot of the other only "Dakota", volunteered to fly the Dakota in naval and carried the men from Manila to a point still under United States control to begin back a number of non-combatants. During late January and early February, 1942, Captain Quanjer repeatedly made the trips through the enemy blockade, returning each time with a cargo of essential supplies. By his heroic action in going into and out of the city, powerless to resist potential hostile fire and his action, through and just the hostile forces and in the skillful avoidance of such forces, Captain Quanjer contributed immeasurably to the increase of the combat power of the United States Army Forces in the Far East.

By command of General MacArthur:

Carl H. Leatt
Major, Inf.,
Executive Officer, G-1,
Adjutant General.

HEADQUARTERS
UNITED STATES ARMY FORCES IN THE FAR EAST
PORT MILLS, P, I.

February 16, 1942

220.5

Misc. - AG-V

Subject: Award of Silver Star
To: CIRILO BARASONA

I. Under the provisions of Army Regulations 600-45, War Department, August 8, 1942, the Silver Star is awarded by the commanding General, United States Army Forces in the Far East, for gallantry in action, to each of the following named officers and members of the crew of the Motor-Vessel "LEGASPI", Army Transport Services:-

Lorenzo de Vera	Flaviano Suarez
Sol Vil Solis	Juan Echeverria
Jose Tancingco	Quintin Macalindol
Celso Abellana	Tarciano Alfonso
Nicanor Antonmora	Ciriaco Balbirona
Juan Balbirona	Cirilo Barasona
Dioscoro Barasona	Agaton Beliarente
Juanito Caluya	Guillermo Cavan
Marciano Enia	Diego Fernandez
Sabino Fernandez	Pelagio Flores
Pedro Fornis	Antonio Labores
Ricardo Libre	Ponciano Malait
Segundo Matranas	Fernando Moreno
Agripino Quisay	Felix Romero
Donato Rosal	Cirilo Rosalijos
Jualian Rosalijos	Benito Solon
Fabian Tirol	Leoncio Ursal
Torino Ursal	Maximo Young

2. When the main forces of the United States Army Forces in the Far East occupied a defense position on the Bataan Peninsula Luzon, Philippines Islands, early in January, 1942, hostile naval and air superiority in the vicinity cut off channels of supply. When the obtaining of additional supplies became vital to the defense, these officers and men, serving in lieu of Officers and enlisted men of the United States Army, twice voluntarily ran the hostile naval and aerial blockade in the Motor-Vessel "LEGASPI" from Manila Bay to port still under United States control and return with cargoes of essential supplies. Although they knew their vessel was defenseless against hostile sea and air attact, these Officers and men served gallantry and courageously and contributed immeasurably to the increase of the combat powers to the United States Army Forces in the Far East.

By command of General MacArthur:

(SGD) CARL N. SEALS?
Brigadier General, U.S.A.
Adjutant General

CERTIFIED CORRECT:

LINO T. CONEJERO, D.S.C.
MASTER: M/S "LEGASPI"

See 201 Patricio Patolot P5
SN 10301878. VA Field Investigation in
Deposition of Epifanio O Mendoza dtd
20 Dec 1956 he informs that the ship
Zegarpi only partially damaged and he salvaged
the Engine and had it under his home.

CREW LIST OF M.V. "LEGASPI"

NAME	DESIGNATION	BENEFICIARY AND ADDRESS
Lino T. Conejero	Captain	Emilia Lanoza (Wife) Camputso, Lahug, Cebu
Flaviano Suarez	1st Officer	Araceli Urbina (Wife) Sibonga, Cebu
Lorenzo de Vera	1st Engineer	Anatalia Gomez (Wife) Opon, Cebu
Sol Vil Solis	2nd Engineer	Magdalena Tumulak (Wife) Opon, Cebu
Juan Echevarria	3rd Engineer	Luiz Aboitiz (Guardian) Lahug, Cebu
Quintin Macalindol	Boatswain	Maxima Ocobillo (Wife) #15 Balagtas St. Cebu
Pelagio Flores	Quartermaster	Juliana Colina (Wife) Mandaue, Cebu
Segundo Matranas	Quartermaster	Felisima Sanchez (Wife) Cansoje, Argao, Cebu
Diego Fernandez	Quartermaster	Natividad Ubalde (Wife) T. Padilla, Cebu
Celso Avellano	Sailor	Sustinia Campos (Wife) #144 C. Padilla, Cebu
Marcino Emia	Sailor	Agripina Saramosin (Wife) Clarin, Bohol
Nicanor Antecamera	Sailor	Salud Marquez (Wife) Sibonga, Cebu
Juanito Pepito	Sailor	Dolores Boayaban (Mother) Bagay, Daan Bantayan, Cebu
Ricardo Libre	Sailor	Temotea Pardillo (Wife) Minglanilla, Cebu
Cerilo Rosaliyas	Sailor	Justiquia Pepito (Mother) Dean Bantayan, Cebu
Bergio Bergamo	Sailor	Erene Chica (Wife) #30 El Felisbusteremo, Cebu
Cruz Escanilla	Sailor	Florentina Rondena (Mother) Jones Avenue, Cebu
Leon Espina	Sailor	Isidra Santilan (Wife) Sibonga, Cebu
Juanito Caluya	Sailor	Eustaquia Cabristante (Wife) Dumaguete, Negros Or.
Maximo Mananay	Sailor	Juanita Langbid (Wife) Minglanilla, Cebu
Felix Romero	Sailor	Dolores Morina (Wife) #64-C Sanciangko, Cebu
Platon Solario	Sailor	Candida Saberon (Wife) Subangdaku, Mandaue, Cebu
Margarito Iglesias	Sailor	Leoncia Macasero (Wife) Subangdaku, Mandaue, Cebu
Pedro Fornis	1st Cook	Estelita Limping (Wife) Hilongos, Leyte
Sabino Fernandez	Crew's Cook	Mercedes Taboada (Mother) Mabini, Ilolilo
Raymundo Boholst	Galley Boy	Uuliana Boja (Mother) Merida, Leyte
Francisco Navarro	Galley Boy	Carmen Furia (Mother) Butusan, Agusan
Fernando Moreno	1st Steward	Leonisa Espinosa (Wife) Guadalupe, Cebu
Jose Tancinco	Radio Operator	Aquilina Roldan (Wife) #63 Villagonzalo, Cebu
Maximo Young	Official Boy	Emilia Purisima (Wife) Opon, Cebu
Donato Rosal	Captain Boy	Iluminada Plaza (Wife) Samboan, Cebu
Sabas Monar	Engineer Boy	Fidela Monar (Sister) #164 C. Borromeo, Cebu
Abundio Ramos	Storekeeper	Sotera Pangantihon (Mother) #71 Valeria St. Iloilo
Nicanor Cabrera	Ice Box Boy	Sotero Cabrera (Father) #292 Colon St. Cebu
Pablo Surrez	Pantry Boy	Felisa Absull (Mother) Hilongos, Leyte
Julian Bernido	Cabin Boy	Cornelio Bernido (Mother) Suba, Anda, Bohol
Damian Misa	Cabin Boy	Salustiana Misa (Sister) #22 B Figuroa St. Cebu
Felix Corpus	Cabin Boy	Anastacio Corpus (Father) Mantajan, Leyte
Sebastian Chan	Cabin Boy	Victoria Martinez (Mother) Palo, Leyte
Andres Arinasa	Cabin Boy	Primitivo Arinuza, (Father) San Jose, Occidental Neg.
Tarciano Alfonso	Oiler	Regina Portich (Mother) Talisay, Cebu
Cornelio Ramirez	Oiler	Margarita Reyes (Wife) #93 Martires St. Cebu
Benito Solon	Winchman	Paula Rosalijos (Wife) Bagay, Daan Bantayan, Cebu
Julian Rosalijos	Winchman	Erene Bargamato (Wife) Carcar, Cebu
Fabian Tiral	2nd Steward	Simporosa Misa (Wife) Cordova, Cebu
Zacaries Miranda	Cabin Boy	Gregorio Miranda (Father) Dao, Antique

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LEGASPI CREW LIST

(cont'd)

Agripino Quisay	Quartermaster Julia Quisay wife Sunbguang, Bato Cebu
Ciriaco Balborona	Sailor
Juan Balborona	Sailor
Cirilo Barazona	Sailor
Dioscoro Barazona	Sailor
Agaton Billarete	Sailor
Guillermo Caban	Sailor
Antonio Labores	Sailor
Ponciano Malait	Sailor
Leoncio Ursal	Sailor
Torino Ursal	Sailor

2x5

Civ. Sec.

ADJUDICATION SECTION

REQUEST FOR INVESTIGATION OF INSTALLATION

Shalit
Adjudicator

NAME OF INSTALLATION M/S LEGASPI

LOCATION

INFORMATION ALREADY KNOWN:

MASTER: LINO CONEJERO
SCUTTLED: 1 MAR 42

FURTHER INFORMATION DESIRED:

Any and all pertinent information relating to this vessel — Particularly any orders commandeering chartering, etc. Also — a list of crew members and rate of pay

LIST OF CASES FOR INVESTIGATION AND/OR REFERENCE:

AG-KJ #186

(list continued reverse side)

Legaspi Chartered at Corregidor Date:
Owned by Philippine Navigation Co.
Entered govt service - Place: Corregidor - Pasay
Scuttled 1 March 42 Place: Port Galera, Mindoro
Shelled by Japs 1 March 42 Place: Port Galera, Mindoro.

Crew.

REPORT

The Motor Ship "Legaspi" on her last trip from the port of Capiz for Port Mills, Corregidor Island - February 27, 1942

First - On the 27th of February, 1942, at 11:30 p.m., I sailed from the port of Capiz for the port of Corregidor via Romblon and Port Galera, Mindoro, where on my former trips I used to drop anchor during the day as per instructions from he U.S. Navy. I arrived Romblon the following day, Febryary 28, 1942, at 5:00 a.m.

Second - On the same day (February 28th) at 10:00 p.m., I moved on for Mindoro to arrived the next morning at Puerto Galera. However, at 4:00 a.m. the following day, while my ship was underway at a distance of two miles more or less from the port where I should have dropped my anchor, I sighted two ships lying at anchor in my anchorage. Until visibility cleared so that I could identify the ships, I slowed speed. When it grew brighter, I saw these ships, with the British flag flying from the aft masts, proceeding towards me.

Third - As they drew nearer they hoisted signals to stop and at the same time lowering the British flag and raised the Japanese ensign. When I saw the enemy flag I gave orders for full speed ahead in an endeavor to beach my ship to the nearest shoreline. These ships, I recognized as destroyers with a far superior speed and they were fast overtaking me.

Fourth - We dropped some empty oil drums over board. Apparently taking these for depth charges, the enemy ships changed course and proceed to attack my ship with incendiary and demolition shells. Fortunately, they only hit the super-structure setting afire to the ship. This did not prevent me from running my ship aground.

Fifth - Fires caused by shells destroyed the ship completely giving the enemy no chance to salvage its cargo.

The crew and my-self once ashore ran to the hills where I kept hiding from the enemy until two months later I was able to get a transportation on a native canoe for Cebu.

LINO CONEJERO
Ex-Master M/S "Legaspi"

LC/ O/sav

M/S "LEGASPI"

NAME	POSITION	DATE ON SHIP
1. Tirol, Fabian Sumagang	2nd Steward	8 Dec 1941-2 Mar 42
2. Mananay, Maximo John	Pantryman	8 Dec 41- 1 Mar 42
3. Enecio, Ranulfo Guardiana	Waiter	8 Dec 41- 15 Jan 42
4. Anticamara, Nicanor dela Cruz	Winchman	8 Dec 41- 1 March 42
5. Emia, Marciano Paneria	Sailor	8 Dec 41-1 Mar 42
6. Romero, Felix Atanosa (dec)	Pantry Boy	10 Dec 41- Mar 42
7. Solon, Benito NMI	Quartermaster	1 Jan- 1 Mar 42
8. Balberona, Ciriaco Barasona	Sailor	Dec 41- 1 Mar 42
9. Balerona, Juan Barazona	Sailor	9 Dec 41- 1 Mar 42
10. Matranas, Segundo Hogar	Quartermaster	Dec 41- 1 Mar 42
11. Rosalijos, Cirilo Pepito	Asst. Cook	Dec 41-1 Mar 42
12. Milait, Ponciano Orok	Sailor	Dec 41- 1 Mar 42
13. Ursal, Torino Lepiten	Marine	1 Jan- 1 Mar 42
14. Ursal, Leoncio Lepiten	Watchman	15 Nov 41- 1 Feb. 42
15. Tancinco, Jose NMI	Radio Oper.	1 Jan. 1942
16. Barazona, Cerilo Barcelo	Crew	Dec 41
17. Goholts, Raymundo Buja	Cabin Boy	8 Dec 41- 1 Mar 42
18. Escraman, Ciriaco NMI	1st Cl. Cabin Boy	8 Dec- 31 Dec 41
19. Cantaveja, Valentin Pateon	Sailor	8 Dec 41-Mar 42

Callahan
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CASIANO ~ BABUENA