

ANS - STATEMENT OF SEN. U. D. DRAKE

DECLASSIFIED  
Authority: NND893676

8 March 1946

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

TO: Brig. General Charles C. Drake, QMC

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

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

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

3. In accordance with instructions received from Headquarters USAFPE, 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 were used to transfer the cargo out of the area.

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

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

6. An Army and Navy joint agreement for war-time control of pier facilities and allocation of shipping was in existence, but although no instructions were received that this plan had been 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. Feery and barge service was established to Bataan. Navigation heads were established at Cabcaben, Mariveles, Lamac and Sisimon, with headquarters at Cabcaben. Lamac was later discontinued, and Mariveles used almost entirely by the Navy. Prior to 5 January facilities for discharging cargo on Bataan were under the Quartermaster Philippine Department and former personnel of the Philippine QM Depot. The ATS installation on Bataan continued to function until 0700 on the 9th of April 1942. Cabcaben was heavily bombed several times prior to the date; however, all cargo was handled promptly, and passenger service continued without interruption until the fall of Bataan. The dock area on Corregidor and vessels were bombed and shelled on numerous occasions between 1 January and 6 May, but there was no serious interference with local transportation. Several vessels were lost or damaged. Fortunately, all vessels originally assigned were in excellent condition despite their advanced age, and had been recently dry-docked. It was always possible to make repairs promptly as required, frequently under fire. Vessels arriving from Cebu or other ports outside Manila Bay with cargo, mainly subsistence, were unloaded promptly at night.

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

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

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

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

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

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

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

4. -Lt. Colonel Cornelius Z. Byrd, O-17760, Inf (QMC) Executive Officer ATS, Manila and Corregidor and Assistant Superintendent ATS, Cebu, died at Camp 3, Moji, Japan.
- 5 -Major Joseph J. Hughes, O-288858, QMC, Assistant Superintendent ATS, Bataan, died December 44, on board Jap Prison Ship enroute to Japan.
- 6 -Major Walter A. White, O-278768, QMC, Administrative Officer, ATS, Corregidor.
- 7 -Major Robert H. Ennis, QMC, Maintenance and Repair Officer ATS, Corregidor, transferred to Motor Transport Service, died at Cabanatuan, Prison Camp, 2 September 42.
- 8 -Major Arthur E. Strang, QMC, Officer-in-Charge, ATS activities at Mariveles, Bataan.
- 9 -Major Thomas W. Jurieka, QMC, Operations Officer, ATS, Cebu, escaped to Australia.
- 10 -Captain James E. Baldwin, O-384778, QMC, Operations Officer, ATS, Corregidor.
- 11 -Captain J.O. Zimmerman, QMC, Assistant Operations Officer, ATS, Corregidor.
- 12 -Captain William J. Wilson, QMC, QM USAT, Don Esteban.
- 13 -Captain John Hinck. QMC, QM USAT, Don Esteban, died in Australia about 1 December 41.
- 14 -Captain Orville J. Fossum, INF, QM USAT, Elcano, reported dead in Japanese prison camp at Davao, Mindanao.
- 15 -Captain M. E. Cleland, Jr., QMC, Maintenance and Repair Officer ATS Cebu. No information as to present status.
- 16 -1st Lt. William E. Holton, CAC, Assistant Operations Officer ATS Corregidor, reported dead on Japanese Prison Ship enroute to Japan.
- 17 -1st Lieutenant Burson, QMC, Assistant to the Assistant Superintendent ATS 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 AT, Cabcaben, Bataan, reported dead in Cabanatuan Prison Camp.
- 21 -2nd Lt. Grainger, QMC, Assistant to the Assistant Superintendent ATS, Cebu, reported 29th Replacement Depot, Philippines enroute to U.S. about the 1st October 45.
- 22 -2nd Lt. 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, Oryoko, 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 Cooregidor, died on Japanese Prison Ship Oryoku, Maru enroute to Japan, December 1944.
- 27 -Ensign H.C. Whitman (CC) USNR, Assistant Maintenance and Repair Officer, ATS, Corregidor, died on Japanese Prison Ship enroute to Japan December 1944.
- 28 -Ensign James M. McGrath, USNR, 1st Assistant Engineer USAT Yusang.
- 29 -Machinest H. Dobbler, USN, 2nd Assistant Engineer USAT Yusang, no data as to present status;

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

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

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

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

DECLASSIFIED

Authority NND883676

Launch Mitchell - Missing 6 May 1942, Corregidor

Launch McConville - Missing 6 May 1942, Corregidor

Launch Jewell - Reported sunk about 4 May 1942 at Corregidor

Launch Ledyard - Assigned Ft. Wint, sunk at Olongapo 26 December 1941 to prevent capture.

Launch Geary - Missing 6 May 1942; Corregidor

Launch Adams - Bombed and sunk 4 January 1942 at Corregidor

Launch Tilly - Missing 6 May 1942, Corregidor

Launch Forby - Missing 6 May 1942, Corregidor

Launch Maxwell - Assigned Commanding General, Philippine Department, Bombed and sunk 5 January 1942 at Corregidor

Launch Evelyn - Chartered, assigned Ft. Mills, Sunk 4 January 1942 at Corregidor by bombing

Launch Suintay 11 - Chartered, assigned Ft. Mills. Sunk 5 January 1942 at Corregidor by bombing.

Launch Pelican - Sunk or captured at Zamboanga, Mindanao

Launch J54 - Air Corps vessel operated by ATS. Went adrift from USAT Don Esteban, 15 February 1942

Launch J161 - Probably sunk South Harbor, Corregidor, 5 May 1942

Launch J162 - Bombed and sunk 4 January 1942 at Corregidor

Launch J163 - Bombed and sunk 5 January 1942 At Corregidor

Launch J230 - Sunk 6 May 1942 at Cabcaben, 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.)

- Bokol 11 - 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 Capiz Panay with cargo.
- Elcano - Chartered by ATS Cebu. Arrived Corregidor 26 February 1942 with 1100 tons supplies. Shelled and sunk off Fort Hughes Manila Bay 6 May 1942. Owners were the Philippine Steam Navigation Co. This vessel and the Legaspi were approximately 2000 gross tons.
- Yuseng - Requisitioned at Corregidor. Taken over February 1942. Small cargo mostly pepper requisitioned. Loaded with airplane bombs for Del Monte, Mindanao. Bombed and sunk Mariveles Bay 8 April 1942. Master's name, Harris. Owners were Jardine Mathieson. Vessel was of about 4000 gross tons.
- Kolombugan - Requisitioned at Corregidor. Made two trips to Looc Bay, Cavite Province for rice and cattle. Disappeared en route to Capiz Panay to load supplies about 1 March 1942. (Captured intact by Japanese). Owners were Madrigal & Co.
- Kaiping - British. Not requisitioned or chartered. Abandoned and sinking, Manila Bay. Salvaged by ATS and beached on Bataan beach. Cargo of 5000 tons coal. Approximately two-thirds salvaged and used by ATS vessels and for fuel at Corregidor. Vessel was about 5500 to 6000 gross tons.
- Estrella - Caltex - American tanker (Texas oil Co., owners). Chartered at Cebu. Bombed, sunk off Lubang Island 22 February 1942 en route to Mariveles, Bataan with oil and gasoline for Corregidor.
- Don Jose - Not chartered or requisitioned. Ordered to Bataan by Commanding Officer, Philippine QM Depot to discharge cargo of flour. Bombed and set afire off Corregidor 29 December 1941. Part of cargo and bunker oil salvaged. Owners, Madrigal & Co., Manila, vessel was about 8500 tons gross.

- Floridita - Abandoned and aground, North Harbor, Corregidor. Towed to Mariveles. Dry docked and repaired by Navy. Sunk in Mariveles Harbor 9 April 1942. Believe owners to be Dee C. Chuan & 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 ammunition. Col. Wade D. Killen, 011131 Inf. should be able to furnish further information re this vessel. About 2500 gross tons.
- Cia de Filipines - Chartered in Cebu. Bombed and sunk off Mindoro 21 February 1942 with cargo mainly corn and rice en route from Cebu to Corregidor. Owners Tabacalera.
- Lepus - Chartered in Cebu. Madrigal & Co, owners. Bombed and damaged off Palawan 28 February 1942 en route to Corregidor with cargo. Reported in Nippon Times 31 March 1943 as captured with 1300 tons cargo mainly subsistence. J. Medina, Master.
- ( *WAGA* )  
 Mayon - Chartered for 1 voyage by QUASAPPE to transport troops and cargo to Del Monte, Mindanao, 29 December 1941. Bombed off Mindoro 30 December 1941. Later taken over in Cebu. Believed to have been chartered by Asst. Superintendent, ATS, Cebu. Shelled and burned at Nasipit, Mindanao, 28 February 1942, while loading supplies. Later used for fuel storage by Philippine Guerilla forces. Owners, Madrigal & Co. Operated by Elizalde & Co. Approximately 3000 gross tons.)
- Agustina - Shelled and sunk, Bugo Mindanao, 28 February 1942 while loading cargo. (also reported as sunk 3 March 1942). Col. Wade D. Killen, 011131, Inf and Col. William P. Morse, 05106 are believed to have witnessed sinking of this vessel. No date as to charter.
- Enilia - Same remarks as Agustina above.
- Regulus - Captured near Ilin Island, Mindoro 7 March 1942 with rations from Cebu for Bataan taken over in Cebu. Madrigal & Co. owners.

- Governor Smith - Bombed and sunk off Coron Island, 7 March 1942 with rations from Cebu for Bataan. Taken over in Cebu.
- Venus - Shelled north of Cebu Island 10 March 1942. Destroyed by crew Elizalde & Co., owners, No data as to charter.
- Princess of Negros - Captured at San Carlos, Negros, 10 March 1942. Turned over to Philippine Commonwealth Government for use of President Quezon. 435 tons Dwt. Negros Navigation Co., owners.
- Bolinao - Bombed 14 March 1942. Captured 15 March 1942 at Toledo, Cebu. No data as to charter.
- Surigao - Either captured or destroyed by crew to prevent capture at Iloilo, Panay about 9 April 1942 with cargo of rations for Bataan. Probably taken over at Iloilo.
- Katipunan-Reported destroyed at Cagayan Misamis 3 May 1942 to prevent capture. Status unknown.
- Fortuna - Taken over in Iloilo. Sent to Culion and Palawan with cargo in February 1942. Bombed and burned North of Palawan, February or March 1942. Gross tonnage about 250.
- Canlaon 11 (or Kanlaon11) sunk or destroyed to prevent capture at Cebu 10 March 1942. De La Rama SS Col, owners. Chartered at Cebu.
- Candesa - Iloilo-Bacolod ferry. Reported sent to Mindanao. Possibly captured in Bokol. Status unknown.
- Henry Keswick + Ocean-going tug. British owners Jardine Mathieson-Whampoa Dock Co., Hong Kong. Used by ATS December 1941 to tow barges to Corregidor. Abandoned by crew in Manila Bay. Salvage party sent to Manila 2 January after occupation of city by Japanese forces to salvage vessel and tow to Corregidor. Sunk 10 April 1942 by shelling at Corregidor at which time it was in use as an ATS vessel.

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

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

DECLASSIFIED

Authority NND/933676

Luzon - Reported sunk at Nosipit Mindanao

Paulino - No data

Princess of Cebu - No data

Samal - Reported sent to Cagayan Misamis with 2.95 guns, December 1941.

Moago - No data

Santo Domingo - Reported adrift in San Bernardino Straits early December 1941.

Rizal - No data

Opon - Reported sunk at Cebu

Three Sisters - No data

Tagbilaran - No data

Dumaguete - Reported sunk at Bugo, Mindanao

F. Escano - No data

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

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

Crown - Motor launch. Damaged and sunk 26 April 1942 at Corregidor. Chartered. James H. Baldwin, owner.

Nilad - Motor launch. Sunk 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 Commonwealth Government launch. Assigned to Engineers. Sunk at Engineer Dock, Corregidor, 4 May 1942.

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

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

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

Trovodore - Harbor tug. Chartered in Iloilo. Owners, Luzon Stevedoring Company. Col. Carter R. McLennan, 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 Parsens 70904 USNR in December 1941: Alert, Vigilant, Del Monte, Simmie and 1 other. It is understood that these launches returned to Manila 2 January 1942 after the city had been occupied by Japanese forces. Owners: Luzon Stevedoring Company, Manila. Commander Parsens is returning to Manila as Manager of the Luzon Stevedoring Company and should be able to furnish further information re these launches.

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

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

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

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

Crew lists of harbor boats, launches, barges and shore installations in Manila immediately prior to the outbreak of war showing rates of pay may be found in File 563-22 900 QM 563.3 T-N-H (Philippines) in the Office, Chief of Transportation, War Department. A list of photographs of vessels, shore facilities and personnel forwarded to the Quartermaster General is also in File 563-22 900 under QM 413-3 TW. These photographs if available, should be valuable for historical purposes. Payrolls of civilian personnel, vouchers to the accounts of Colonel John R. Vance, O12301, P.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 HQMC 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

DECLASSIFIED  
Authority ND883676

**DECLASSIFIED**  
Authority NU283676

**DECLASSIFIED**  
Authority NND 883676

0890492

0890493

0890494

0890495

0890496

0890497

0890498

0890499

0890500

0890501

0890502

0890503

0890504

0890505

0890506

0890507

0890508

0890509

0890510

0890511

0890512

0890515

0890516

0890517

0890518

0890519

Stewart, Karl M.

1st Lt

17 Apr 42

**DECLASSIFIED**

Authority NN0883676

	<u>Grade</u>	<u>Date of Appointment</u>	<u>ASN</u>
			0890520
			0890521
			0890522
			0890523
<i>Sept, 13 22</i> Harris, Howard C.	2d Lt	<i>15 Apr 42</i>	0890524
Crosby, Allen F.	2d Lt	15 Apr 42	0890525
Bucey, William Boyd	2 Lt AUS	20 Apr 42	0890526
			0890527
			0890528
			0890529
			0890530
			0890531
			0890532
			0890533
			0890534
			0890535
			0890536
			0890537
			0890538
			0890539
			0890540
			0890541
			0890542
			0890543
			0890544
			0890545
			0890546
			0890547
			0890548
			0890549
			0890550

**DECLASSIFIED**

Authority NND883076

Name	Grade	Date of appointment	Serial Number
------	-------	---------------------	---------------

(names not shown on Appointment List previously prepared in AGO  
in list of appointments by General MacArthur (0890001 to 0900000))

0890025

0890026

0890075

0890077

0890092

0890095

0890250

0890339

0890441

0890442

0890443

0890444

0890445

0890446

0890447

0890448

0890453

0890454

0890460

0890461

0890462

0890463

0890464

0890465

**DECLASSIFIED**

Authority NND883676

0890469

0890470

0890471

089047

0890472

0890473

0890474

0890475

0890476

0890479

0890480

1

2

3

4

5

6

7

8

9

0890490

0890491

**DECLASSIFIED**

Authority NND883676

0890551  
0890552

0890553  
0890554

0890556  
0890558

0890559  
0890560

0890561  
0890562

0890563  
0890564

0890566  
7

8  
9

0890570  
1

2  
3

4  
5

6  
7

8  
9

0890580

**DECLASSIFIED**

Authority NN000307b

48  
- 20

**DECLASSIFIED**  
Authority ND000367E