

293 SALLEE, JAMES W. 20 523 495 PVT. INF. S.W.PA. (KY) 451m



NON-RECOVERABLE REMAINS REEXAMINATION OF RECORDS			
AREA OF DEATH South China Sea		CASE NUMBER	
NAME (Last, First, Middle Initial) Sallee, James W		RANK Pvt	SERIAL NUMBER 20 523 495
IN THE COURSE OF THIS REEXAMINATION IT HAS BEEN DETERMINED THAT THE CIRCUMSTANCES OF DEATH WERE SUCH THAT: (Check appropriate box)			
<input checked="" type="checkbox"/> THE REMAINS OF THE DECEDENT COULD NOT HAVE BEEN RECOVERED			
<input type="checkbox"/> THE REMAINS OF THE DECEDENT COULD HAVE BEEN RECOVERED. HOWEVER, AFTER REVIEW OF THE FOLLOWING IT HAS BEEN DETERMINED THAT EVIDENCE DOES NOT EXIST TO CONTRADICT A FINDING OF NON-RECOVERABILITY:			
1. 293 FILE OF DECEDENT			INITIALS OF ANALYST
2. GEOGRAPHICAL CLUE INDEX FILE OF UNKNOWN RECOVERED FROM APPROPRIATE AREA, COMPARED WITH DECEDENT			
3. OTHER DOCUMENTS OR SOURCES			
REMARKS <i>arisan man</i>			
RECOMMEND APPROVAL		APPROVED	DATE
NAME OF CASE ANALYST <i>Cypus</i>	CASE REVIEWER, FINAL DETERMINATION SECTION	CHIEF, FINAL DETERMINATION SECTION <i>Mary A. Edwards</i> MARY A. EDWARDS 1st Lt., QMC	MAY 7 1951

DDMG FORM 1957  
22 SEP 50



MEMORIALIZATION OF NON-RECOVERABLE REMAINS OF WORLD WAR II		
THIS FILE HAS BEEN AUDITED FOR NON-RECOVERABILITY		
NAME (Last, First, Middle) <del>Salle,</del> <i>SALLEE</i> James W.		
RANK <i>PVT</i>	SERIAL NUMBER 20 523 495	
ARM OF SERVICE <i>Army</i>		
DATE OF DEATH 24 October 1944*	AREA OF DEATH South China Sea*	
NAME OF AUDITOR <i>GRAVES</i>		DATE <i>24 APR 51</i>
NAME OF REVIEWER <i>JARMAN</i>		DATE <i>26 APR 51</i>
REMARKS Above decedent was aboard the Japanese transport "Arisan Maru", which was sunk in the South China Sea - 200 miles from the Coast of China on 24 October 1944. For purposes of Memorialization, the Area of Death is the South China Sea Code 64.		



CONTROLLED CASE			
NAME Sallee, James W.		GRADE Pvt.	SERIAL NO. 20 523 495
DO NOT TAKE ANY ACTION ON THIS CASE OR RELEASE INFORMATION FROM THIS FILE WITHOUT THE CONCURRENCE OF:			
<input type="checkbox"/> LIAISON OFFICE, MEMORIAL DIVISION		FLAGGED BY (Initials)	
<input checked="" type="checkbox"/> IDENTIFICATION BRANCH, MEMORIAL DIVISION		FLAGGED BY (Initials) Lt De Weese	
UNKNOWN X -	NON-RECOVERABLE CASE NO. 593	A-Z CARD FLAGGED BY	333 CARD FLAGGED BY
<p style="text-align: center;">IMPORTANT</p> <p>THIS FORM MUST BE MAINTAINED ON TOP OF 293 FILE AT ALL TIMES UNTIL CANCELLED BY MEMORIAL DIVISION. ONLY THE "CONGRESSIONAL TOPPER", OQMG FORM 391, MAY BE PLACED OVER THIS FORM.</p>			

OQMG FORM 1900  
5 APR 48

48 7158



IDENTIFICATION SEARCH  
MAR 27 10 40 AM '79  
MEMORIAL DIVISION



CONTROLLED CASE			
NAME Sallee, James W.		GRADE Pvt.	SERIAL NO. 20523475
DO NOT TAKE ANY ACTION ON THIS CASE OR RELEASE INFORMATION FROM THIS FILE WITHOUT THE CONCURRENCE OF:			
<input checked="" type="checkbox"/> LIAISON OFFICE, MEMORIAL DIVISION		FLAGGED BY (Initials)	
<input checked="" type="checkbox"/> IDENTIFICATION BRANCH, MEMORIAL DIVISION		FLAGGED BY (Initials) <del>Lt. DeWeese</del>	
UNKNOWN X -	NON-RECOVERABLE CASE NO. <del>593</del>	A-Z CARD FLAGGED BY	333 CARD FLAGGED BY
<p style="text-align: center;">IMPORTANT</p> <p>THIS FORM MUST BE MAINTAINED ON TOP OF 293 FILE AT ALL TIMES UNTIL CANCELLED BY MEMORIAL DIVISION. ONLY THE "CONGRESSIONAL TOPPER", OQMG FORM 391, MAY BE PLACED OVER THIS FORM.</p>			

OQMG FORM 1900  
5 APR 48

48 7158



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

*em*  
In Reply Refer To  
QMCMU 293  
World War II  
Unrecoverables

SUBJECT: Non-Recoverability of Remains

TO : Commanding General  
Philippine Command  
APO 707, c/o Postmaster  
San Francisco, California  
ATTENTION: AGIS Philcom Zone

1. Reference is made to Proceedings of Boards of Officers that have convened at your Headquarters and have determined that the remains of certain World War II dead are non-recoverable.

2. Findings of the Board have been reviewed and approved on decedents whose names appear on the attached roster.

3. It is requested that all records of your office pertaining to these deceased be amended to read REMAINS NON-RECOVERABLE.

FOR THE QUARTERMASTER GENERAL:

1 Incl  
List of non-  
recoverables

T. H. METZ  
Lt. Colonel, QMC  
Memorial Division

✓  
BAG  
FILE

*Lene*

4/11/49

encl

*Copy for 293 Sales, James W. 205 23476*







REAS NON-RECOVERABLE - FAR EASTERN ZONE

Slaughter, Lonnie T.	Pvt.	38 031 345
Slawek, Walter S.	Pvt.	6 904 046
Slavik, Jerome	Pvt.	16 008 566
Shimp, Neil B.	Capt.	0 405 949
Schuh, Harry A.	T/Sgt.	6 731 170
Sallee, James W.	Pvt.	20 523 495

243



## REMAINS NON-RECOVERABLE - FAR EASTERN ZONE

Spalding, Clarence F.	T/5	39 107 154
Von Schriltz, Max L.	Pvt.	15 017 034
Van Steenbergh, Clayton E.	Pfc.	19 051 037
Van Slyke, Loren E.	Pvt.	19 014 528
Van Sickle, J. C.	Pfc.	6 282 436
Szymanik, Stanley	Pvt.	32 060 527
Stroud, Ray B.	Capt.	0 307 660
Streitenberger, Elmer E.	Pvt.	14 046 079
Straus, James E.	Pfc.	16 008 531
Stewart, Lamar N.	T/Sgt.	7 009 340
Stevenson, John	Pvt.	33 081 030
Stewart, Julius W.	Pfc.	17 014 599
Sprunk, Jack D.	T/Sgt.	20 843 927
Springer, Ducey E.	Pvt.	14 026 193
Sprague, Arthur L.	Cpl.	17 002 302
Spornitz, John C.	Sgt.	20 700 261
Spengler, Charles	Cpl.	6 894 346
Spence, Fremmen J.	Sgt.	6 274 792
Spanelle, Theodore	Cpl.	R4 147 661
South, Frank E.	Cpl.	20 700 260
Soichtig, Rudolph M.	S/Sgt.	6 975 311
Snodgrass, Thomas A.	Pvt.	13 010 829
Smyers, Webster C.	Capt.	0 418 641
Smith, Willie M.	Pvt.	19 060 847
Smith, William J.	Pvt.	20 700 258
Smith, Wilbur C.	Pvt.	17 001 745
Smith, Oscar L.	Cpl.	6 646 801
Smith, Onie R.	Sgt.	R3 646 241
Smith, Albert D.	Pfc.	38 012 100



## REIN NON-RECOVERABLE - FAR EASTERN ZONE

Sansom, Jack R.	1/Lt.	0 806 349
Dindo, Angelo L.	Sgt.	31 066 389
Megahan, Urie W., Jr.	1/Lt.	0 695 684
Meyer, John A., Jr.	Sgt.	39 408 783
Moore, Kenneth W.	1/Lt.	0 860 523
Richardson, Lute A.	1/Lt.	0 695 968
Steinfeldt, Charles H.	S/Sgt.	16 056 051
Swake, Robert D.	Sgt.	38 472 593
Zondlo, Henry	Sgt.	12 134 946
Falagan, Jesse I.	Pvt.	14 057 739
Parker, Donald J.	Sgt.	42 000 645
Arms, Eugene M.	T/Sgt.	33 187 861
Duran, Marcos S.	Sgt.	38 257 931
Goodwin, Donald T.	2/Lt.	0 827 641
Hett, Albert N.	2/Lt.	02 061 315
Preston, Clark A.	Capt.	0 408 844
Stamper, Earl R.	Pvt.	35 986 132
Bautista, Salvador R.	2/Lt.	0 883 251
Frorillo, Gerard F.	S/Sgt.	11 121 339
Stevens, William	1/Lt.	0 774 801
Hoover, John W.	Pfc.	33 654 752
Fiedler, Howard A.	Sgt.	11 039 634
Victery, Gary G., Jr.	S/Sgt.	38 548 613
Dixon, Warren J.	S/Sgt.	19 187 952
Yarewick, William	S/Sgt.	12 075 442
Dutrow, William E.	1/Lt.	0 927 292
Arnold, Maurice V.	1/Lt.	0 664 285
Row, William E., Jr.	1/Lt.	0 770 795
Lewis, Joseph R.	1/Lt.	0 664 203



DEPARTMENT OF THE ARMY  
OFFICE OF THE QUARTERMASTER GENERAL  
MEMORIAL DIVISION

593 (34)  
PHILCOM ZONE

RECORD OF REVIEW AND APPROVAL  
NON-RECOVERABLE CASE

<u>NAME</u>	<u>RANK</u>	<u>SERIAL NO.</u>
SALLEE, James W.	Pvt.	20 523 495

The proceedings of the Field Board of Review concerning the determination of non-recoverability in the above case have been reviewed and the following sources have been examined in this Office for additional clues:

INITIALS OF ANALYST

a. A-Z file of known interments in U.S. Military Cemeteries, isolated locations, and sea burials.....	BPK
b. Alphabetical index file of "Believed to Be" and tentatively identified unknowns.....	BPK
c. Alphabetical file of former unknowns now identified.....	BPK
d. Geographical clue index file of unknowns from pertinent area.....	BPK
e. 293 file of subject deceased, including Report of Death.....	BPK
f. Status Review and Determination from The Adjutant General.....	Not available
g. Missing Air Crew Report (when applicable and available).....	Not applicable
h. Casualty Branch, AGO.....	BPK

The facts and circumstances have been found to be substantially as presented in the attached proceedings of the Field Board of Review and substantiate the findings of non-recoverability. Exceptions are noted below:

None. See attached Statement of Investigation for detailed account of the incident. BPK

RECOMMEND APPROVAL:

RECOMMEND APPROVAL:

APPROVED:

*Thomas W. Guiner*  
THOMAS W. GULNER  
Case Reviewer, Final  
Determination Section

*William R. Dewese*  
WILLIAM R. DEWESE  
1st Lt., QMC  
Chief, Fin. Det. Sec.

*T. H. Metz*  
for T. H. METZ  
Lt. Col., QMC  
Chief, Ident. Br.

5 Apr 1949  
Date

File

*Line*  
4/11/49



HEADQUARTERS  
AMERICAN GRAVES REGISTRATION SERVICE  
PHILCOM ZONE

593  
APO 900  
25 Feb. 1949

CASE HISTORY FOR REMAINS CONSIDERED NON-RECOVERABLE

SALLEE, James W.  
Pvt., 20 523 495

BASIS FOR DECLARING REMAINS NON-RECOVERABLE

1. According to information available from OQMG Form 371, copy attached, the date of death of subject deceased was 24 Oct. 1944; cause of death, killed in action; place of death, South China Sea.
2. No burial report is on file for subject deceased.
3. Deceased was a passenger on the Japanese transport ship (POW) #2, ARISAN MARU, sunk in South China Sea. Place: Bashi Straits, off Shoonay, north of the Philippines, enroute from Manila to Japan.
4. OQMG Form 371, copy of translated extracts from Japanese records, and OQMG letter dated 27 January 1949 contain all the available information to substantiate the cause of death, circumstances of death and reasons of non-recoverability.
5. It is recommended that the remains of the subject deceased be considered non-recoverable, and that all records pertaining to search and recovery of the remains be closed.

RECOMMEND APPROVAL:

25 February 1949

*Wilbur G. Hobbs*  
WILBUR G. HOBBS  
1st Lt., INF  
O-887 555  
Member

*Edward J. Brucher*  
EDWARD J. BRUCHER  
Major, QMC  
O-199 445  
President, Board of Review

*William E. Graves*  
WILLIAM E. GRAVES  
1st Lt., USAFR  
AO-682 696  
Member



HEADQUARTERS  
AMERICAN GRAVES REGISTRATION SERVICE  
PHILCOM ZONE

GRPZ

APO 900  
31 January 1949

SPECIAL ORDERS  
NUMBER 16

## EXTRACT

2. In accordance with paragraph one (1) TAG letter, dtd 9 Apr 1947, file ACAO-S 293.9 (27 Mar 47) D-M, Subject: "Establishment of Boards of Review for Identification of Unknown Dead Overseas": CINCPAC radio CX 59328 dtd 18 Mar 1948; and Par 59 h, TM 10-281, the following are appointed as Board of Officers for the purpose of reviewing and acting upon all cases referred to them pertaining to identity of unknown remains, finalizing discrepancy reports, and to review and determine in all cases, from evidence presented, the non-recoverability of remains referred to them within the PHILCOM Zone, AGRS:

MEMBERS OF BOARD

Major	Edward J. Brucher	0199445	QMC
Major	Calvin F. Finn	043413	FA
Major	Elee L. Tyler	0324330	INF
Major	John J. Hart	051618	INF
Capt	Ezra H. Newman Jr.	01165254	FA
Capt	Harold B. McNemar	0507074	QMC
1st Lt.	William E. Graves	A0682696	AC
1st Lt.	Wilbur G. Hobbs	0887555	INF
1st Lt.	Teodoro M. Ronquillo	01896440	CMP

BY ORDER OF LIEUTENANT COLONEL STANFORD-BLUNDEN:

OFFICIAL:

JOHN SHYPULA  
1st Lt. Inf  
Adjutant

*John Shypula*  
JOHN SHYPULA  
1st Lt., Inf  
Adjutant

DISTRIBUTION  
"A"



293 FILE		DATA ON REMAINS NOT YET RECOVERED OR IDENTIFIED		
NAME (Last, First, Middle Initial)		GRADE	PRESENT SERIAL NUMBER	
SALLEE, JAMES W.		Pvt.	20523495	
ORGANIZATION	RACE	CREED	FORMER SERIAL NUMBER (If Applicable)	
192ND TANK BN. (AS OF 1-2-44)	WHITE	NO RECORD		
DATE OF DEATH/MIA	CAUSE OF DEATH	PLACE OF DEATH OR PLACE LAST SEEN IF MIA		
24 Oct. 44	KILLED IN ACTION	So. CHINA SEA.		
DATE OF FOD	HEIGHT	WEIGHT	COLOR EYES	COLOR HAIR
	67"	140#	BLUE	DARK
DENTAL CHART				
UPPER RIGHT		UPPER LEFT		
8 7 6 5 4 3 2 1		1 2 3 4 5 6 7 8		
LOWER RIGHT		LOWER LEFT		
16 15 14 13 12 11 10 9		9 10 11 12 13 14 15 16		
X = Extracted      O = Cavity      1 = Cavity Non-Restorable				
FRACTURES AND/OR BREAKS		TATTOOS AND/OR BIRTHMARK		
NOT OF RECORD		NOT OF RECORD		
ADDITIONAL INFORMATION				
D/B - 18 MAY 1916				
Incl #1				

DDMG FORM 371  
23 SEP 46

MWL

DATE FORWARDED TO FIELD \_\_\_\_\_



## STATEMENT OF INVESTIGATION

1. This case concerns the non-recoverability of the remains of approximately 1340 American casualties, who are reported to have died when the Japanese ship on which they were being transported from Manila, P.I. to Takao, Formosa, was torpedoed in the Bashi Straits (between Formosa and the Philippine Islands) on 24 October 1944.

2. Only nine (9) of the American prisoners of war are known to have survived the sinking, and one (1) of these (Pfc. Charles W. Hughes) subsequently died in a Japanese POW camp in Formosa. His remains have been recovered. The statements covering the eight (8) survivors who returned to American control indicate that while Japanese escort vessels cruised about the area of the sinking, rescuing Japanese personnel, practically no attempt was made to aid the American and Allied prisoners of war. In fact, evidence is contained in attached exhibits that the prisoners of war were clubbed as they attempted to climb aboard the Japanese destroyers.

a. Five (5) of the nine survivors managed to swim to a lifeboat, on which they rigged a sail and proceeded to the China Coast. After sailing for several days, they were picked up by friendly Chinese junks and returned to American control. See statements of Mr. Overbeck, Sgt. Graef, Pvt. Wilber, Pvt. Cichy, and Cpl. Meyer, attached as Exhibits A thru E, respectively.

b. Two (2) of the survivors were picked up by a Japanese vessel four (4) days subsequent to the sinking and were landed at Formosa. See statement of Mr. Brodsky, attached as Exhibit F, concerning the experiences of Oliver and himself.

c. The remaining two (2) survivors consisted of Lt. Binder, USN, and the late Pfc. Hughes. From Lt. Binder's statement, attached as Exhibit G, it is known that he alone was picked off a raft by a Japanese merchant ship four (4) days following the sinking. Lt. Binder also furnished the information that Pfc. Hughes had been rescued by a Japanese destroyer, and that no other POW's were rescued with him.



d. The four (4) survivors referred to in Pars. 2., b. and c., were together in Formosa, but knew of no other POW's having survived, with the exception of the five (5) referred to in Par. 2., a., who had managed to reach China.

3. Translated Japanese records (See Exhibit H) indicate that a shipment of 1782 prisoners of war were loaded on the Japanese transport "ARISAN MARU" at Manila on 11 October 1944; that having once left port, the vessel returned to Manila on 20 October 1944; that it finally left Manila on 21 October 1944. These records further indicate that the "ARISAN MARU" was sunk on 24 October 1944 in the Bashi Straits.

4. From records maintained in prisoner of war camps in the Philippine Islands, the Office of the Adjutant General has compiled "List No. 87" covering 1330 personnel lost in the sinking of a Japanese transport (un-named) on 24 October 1944. That "List No. 87" is in fact a compilation of American casualties lost on the "ARISAN MARU" is indicated by the presence on this list of the names of many casualties who are mentioned in the narratives of the survivors, whose statements are available to this office. The movements of the "ARISAN MARU" prior to its sinking, as reported by the Japanese (See Exhibit H), are in agreement with the reports of the survivors wherein they describe the movements of the vessel on which they were loaded.

5. Evidence that the subject decedent was aboard the "ARISAN MARU" is attached in the form of an extract of the AGO casualty list no. 87. (See Exhibit I).



6. The following records have been checked by this office with negative results in an effort to locate any possible burial location of subject deceased either as a known or unknown:

- a. A-Z file of known interments in U.S. Military Cemeteries, isolated locations, and sea burials.
  - b. Alphabetical index file of "Believe to be" and potentially identified unknowns.
  - c. Alphabetical file of former unknowns now identified.
  - d. Geographical clue index file of unknowns interred in U.S. Military Cemeteries in the general area in which the subject deceased was last reported.
- e. 293 file of subject deceased.

7. All information secured confirms the Findings and substantiates the recommendations made by the Overseas Board.

*B. J. Kennedy*  
B. J. KENNEDY  
Analyst



Washington, D. C.  
5 December 1944.

Statement of Civilian Robert S. Overbeck

On December 7, 1941, I was employed by Pan-Philippine Corporation in Southern Luzon and immediately proceeded to Manila where I went to work at Fort McKinley for Benguet Mining Company until December 27, 1941, then proceeded to Corregidor where I went to work for the USED [United States Engineering Department] as Construction Supervisor. On May Corregidor surrendered and I was picked up the following day and went to the 92nd Garage Area along with the rest of the Corregidor prisoners. I stayed on Corregidor doing stevedoring work and cleaning up the place until July 1, 1942, then we went to Camp No. 31, Cabanatuan. Stayed there until September 20, 1942 and then went out to Bataan on detail cleaning up the battle fields and salvaging equipment for the Japanese. Returned from there on December 1, 1942 and went back to Cabanatuan where I stayed until September 1, 1944. Then I was transferred to Bilibid on a draft headed for Japan.

We sailed from Manila on October 11, 1944 and went south and hid out in some small islands while Luzon area was being air raided. On October 20 we returned to Manila, loaded some rice and took off on the morning of the 21st. On October 24, at about 5 o'clock, we were attacked by a submarine. The first two torpedoes missed the boat and the third one hit us in No. 3 hold on the starboard side. There were 1805 prisoners on the boat when we left Manila. Five or six died on the 24th. The prisoners were mostly Americans with a few, say 15 to 20, foreigners. There were about 100 civilians, 200 officers and the rest enlisted men.

The position of the boat when torpedoed was northwest of the Pratas Reefs and approximately 200 miles from China, which was the closest land. We arrived\* at this position by projecting back from where we landed on the China coast. We estimated the distance by figuring our speed at 5 knots every 36 hours.

When the torpedo hit the boat it was in an empty hold and I do not believe anybody was killed by the explosion, although some men were wounded by being thrown around by pieces of shrapnel. If the boat had sunk rapidly 95 percent of the men would have been trapped in the hold, but it was at least several hours after being hit that it finally did sink. Consequently, all of the men were able to get on the deck.

\*[sic] Narrator's expression meaning that he estimated the position.

EXHIBIT A



The Japanese did not fire at the men in the holds or in the water as they were too busy evacuating the ship. However, they did cut the ropes of the ladder in one of the holds but men from the other holds tied the ladders up again.

Very few of the men left the ship in the beginning because about 35 swam over to one of the two Japanese destroyers that were standing by to try to get on board. When the men on the ship saw that these other prisoners were beaten off with sticks and clubs, they realized the futility of getting near them. However, small groups of the men started to take to the water as the ship got lower, climbing on pieces of wreckage and small rafts that they made, although many of the men when last seen at dark when the ship was very low in the water had still not left. The exact time of the sinking was not known as when dark came the ship was still afloat. The visibility was limited, about 1 mile. The water temperature was cool to warm and the air was very cold. The wind was blowing due west, very steady, and waves were quite high with many white caps.

I believe that another ship in the convoy was sunk earlier in the day because we saw wreckage and life-boats with men in them that afternoon.

In my own case, I left the boat immediately after the torpedo struck as a hole was blasted in the side of the ship right near my position through which I got into the water. I was carried down by the current toward the Japanese destroyers and on attempting to approach them was struck with clubs and had my big cut on my left arm.

The Japanese had taken the only two life-boats with the ship and rode over to the destroyer. The rest of the Japanese just got on to the wreckage and were picked up by the destroyers.

Shortly after the destroyers had left my vicinity I happened to see one of the life-boats that had been cast off from the destroyers after the Japanese had gotten out of it, a long ways away in the water. As the wind was pushing the life-boat away from me, I took off my life-preserver so as to be able to swim faster and swam after the boat. I had to swim about one mile to reach the boat, which I did just about dark. The life-boat was nearly two-thirds full of water; no oars; no sail; about three gallons of water left in a keg. Obviously, the Japanese had thrown everything out of the boat before abandoning it and had filled one drinking water keg with salt water but had left a little in the other, probably because they were in a hurry.



I attempted to make a wind shelter because it was bitter cold but I had to spend most of the time standing up in the boat answering the hails that were coming from around me. At one time I was up trying to call somebody to show them where the boat was when I noticed a big box hit the side of the boat. Out of curiosity I lifted the lid and in the box was a sail and sea anchor. I attempted to secure the box to the boat but there was nothing to tie on to and as the box started to pull me overboard I grabbed hold of the sail and pulled it into the boat.

Shortly after that Private Wilbur started hollering from nearby and I directed him over to the boat and helped him get on board. This was about 9 or 10 o'clock in the evening.

Several hours later Private Cichy was able to reach the life-boat and we pulled him on board.

We passed an extremely unpleasant night and just as dawn broke we saw Sergeant Graef and Private Meyer on a raft about 50 yards away. They paddled over and came on board.

The five of us immediately started to get the boat shipshape by bailing the water and putting up the masts. This latter was a particularly hard job as we were very weak and the boat was rocking violently.

Shortly after raising the masts we sighted a Japanese destroyer approaching in our general direction. The destroyer was circling around, obviously looking for something which we presumed to be survivors of the torpedo. As it approached closer to us we lay down on the life-boat seats and pretended to be sick or dead. The destroyer passed within 100 yards of us and we were able to see that there were no Americans whatever on the deck. The destroyer circled around and again passed by us and then returned in the direction from which it had come.

As soon as it was far enough away we hoisted the sail and set out in a northwest by west direction, using the sun to steer by. We sailed all that day at a high rate of speed and continued that night, using the stars. The wind kept the same strength the next day and in the late afternoon we began to see pairs of Chinese junks fishing. We went over and pulled alongside of one of these junks and were taken on board by the crew. As they were out of a Free China port, our problems were over.



In my own opinion there is extremely little chance of anyone else being saved. The reason for this opinion is the fact that we were so far out at sea and the men were so weak. The Japanese were not picking them up that evening or the next morning. We could not see anybody in the water, although we tried our best to look for them and there has been no report of any being picked up by submarines or other American vessels.

The following is a partial list of men who were on board the ship and who, in my opinion died:

On Board Ship

Thomas Crook - English Civilian. (Ex-Shanghai police).  
 Paddy Judge - Irish civilian. (Miner)  
 Albert Gom - Canadian civilian (Diamond driller).  
 Corporal James Honergan - 31st Inf.  
 Tubberville)  
 Tubberville) 2 brothers  
 Taylor, Pfc. - Cook, Hqs. Bat., 60th CA  
 Dutch Stenger - Civilian, Dutch, (Mechanic).  
 Sgt. Neil - Bat. D, 60th CA (Wilbur)  
 Sgt. White - Battery E, 59th CA  
 Sgt. Perrin - AC, USA (Rhode Island)  
 Cpl. Hill - 19th Bomb, AC, USA (Washington)  
 Sgt. Flowers  
 R. F. Flowers - civ., CPNAB  
 I. H. Hatton - civ, Merchant Marine  
 John Kratz, - Pvt., 59th CA ( U of Iowa)  
 Eddie Booth - Pvt.  
 Pvt. Hubbard - U. S. M. C.  
 Pvt. Chester McClure - 59th CA, USA)  
 Pvt. Silas 59th CA, USA ) 59th band.  
 Sgt. Louis Bowers - USA  
 Owens - Civilian, Merchant Marine  
 J. C. Harrington, Civilian, Merchant Marine  
 Jaston - Civ., USED (Killed on ship)  
 Pvt. Hiebert - 60th CA  
 Sgt. Mays  
 Pvt. Walter Strus  
 R. G. Bailey - Civilian  
 D. P. Barr - "  
 J. M. Bennet - Civilian  
 Morris Berkowitz "



Washington, D.C.  
5 December 1944

STATEMENT OF SERGEANT CALVIN R. GRAEF  
ASN 20,843,986

\*\*\*\*\*Left Cabantuan October 10, 1944 on draft for Japan.  
There were approximately 1800 men, about 1700 Military and 100  
Civilians.

On the 24th of October about 5 o'clock we were hit by one of three  
torpedoes. We were about two to three hundred miles from land somewhere  
in the vicinity of Pratas Reefs. We estimated the distance by checking  
back on our course after we reached land. One torpedo struck in the  
No. 3. hold. Many boys were hurt, but to my knowledge, none were killed  
by the explosion. The Japanese evacuated immediately, closing all the  
hatch covers and cutting all the rope ladders that led into the hold.

The visibility was clear. The wind was blowing toward the West.  
The water was very rough and cold. There were two life-boats on the  
freighter. The Japanese had taken both of these in their evacuation  
of the ship. Although there were rafts aboard, I saw none in the water.  
Most of the men in the water were holding on to debris and hatch covers.  
Two destroyers were the only boats within sight. Men were beaten when  
they tried to approach the destroyers.

Although the ship had buckled when hit, the forward half was still  
afloat. It was approximately two hours before this part went down.

We reached land in one of the life-boats that had broken loose  
from the destroyer. It took us approximately 2- $\frac{1}{2}$  days to reach land.

I do not believe there were any survivors besides the five of us.  
The reason for my opinion is the roughness of the water, the cold, the  
poor condition of the men, and the fact there was so little debris or  
wreckage that could have been used; also the fact that we were so far  
from land. We know the Japanese made no attempt to pick up the sur-  
vivors. \*\*\*\*\*

See 293 file of Abell, Gilbert R., O-890111 for complete copy.



Washington, D. C.  
5 December 1944

STATEMENT OF PRIVATE AVERY E. WILBER, 16,021,793  
Battery "A" 60th C.A.C. Bn.

I was on the Japanese Prisoner of War boat that was torpedoed and sunk on 24 October 1944 in the China Sea at about 119 longitude and 23 latitude.

The total number of people on the boat was 1,800, consisting of about 100 American civilians. There were a few foreign prisoners of war.

The boat was torpedoed at about 5:00 p.m. about 250 miles from shore. The nearest land was the China coast, Quantung Province. There were three torpedoes; one went around the rear, one around the front and the third torpedo struck the boat and broke it in two. The rear end of the boat was hanging down under the water. The boilers blew up after the rear end went into the water.

No men were killed by the explosion as far as I know, because the torpedo hit in number three hold where there was nobody. The Japanese did not fire on anyone as far as I know. Everybody could have gotten on deck. Nobody was thrown away from the boat by the explosion. The weather was cool and the water was pretty cold.

At the time the boat was struck it was light; however, it became dark about an hour later. The wind was blowing in from the northeast by east in the direction of China. The water was very rough and the waves were high and had white caps. I didn't see any survivors picked up. I saw only two destroyers in the vicinity.

The last time I saw the boat I was about a couple of miles from the boat. I don't know whether there were any other ships in the convoy sunk. I don't believe any of the other men survived.

When the boat struck I was down in the hold with the rest of the men and some of the men got confused, but Major Jones got up right away and gave them a talk and got them all pretty well settled. We were not tied by the Japanese.

The Japanese took two life boats and went to the destroyer leaving no Japanese on the boat that I know of and about the time the Japanese left some of the men were beginning to leave the boat. The men were not very much excited. I went down the back end of the boat. I had a life preserver and I believe there were enough life preservers for everybody. I also believe that every body that went down into the water had a life preserver with them but they all clung on to the wreckage and rafts.

The last time I saw the boat I imagine about half of the men had left the boat. After the Japs reached the destroyer both destroyers left the area.

EXHIBIT C



## Statement of Private Wilber (Cont'd)

When I reached the water I got hold of a 4x4 board and hung on to it and just floated along on the waves for about four or five hours, going toward land. I was all alone. Overbeck was on the lifeboat and the boat came toward me and I got on the boat.

We were in this lifeboat about thirty-six hours until we sailed up along a China fishing boat when they took us on the boat. They fed us all the food we could eat, we had all the water we wanted to drink and had good baths. They then put us up for the night. The next morning they started sailing for China.

I may have lasted in the water until the next morning if I hadn't been picked up by the boat, but I don't believe I could have lasted much longer than that. Therefore, I think that those who went into the water could not have survived because we were about 250 miles from shore. It looked to me as though the boat would sink during the night, and it is my opinion that nobody survived.

\* \* \* \*

There were five men on the boat who died, one of whom was BOSEMAN. I don't know the names of the others. They were supposed to have had pneumonia. One man jumped overboard before the boat was torpedoed. Quite a few of the men on the boat were mentally unbalanced.

\* \* \* \*

When I was in Kunming, China I gave a list of the men I could remember who were on the boat. I now remind myself that the following men all of Battery "A" 60th C.A.C. were also on the boat:

SOICHTIC, Rudolph M., Sergeant  
CASH, Douglas C., Private  
DAVIS, Alfred T., Private  
NEILSEN, Oscar H., Corporal

The following men were also on the boat and were members of Headquarters Battery, 1st Battalion:

COOK, Steen C., Private  
FILLYAW, Luther E., Corporal  
CARTER, Casey, Private  
SMITH, Onie R., Sergeant

The following men with their organization noted were also on the boat:

NAIL, Robert A., Sergeant, Battery "D" 60th C.A.C.  
WILLSON, William Jr., Private, Battery "B" 60th C.A.C.  
KISSINGER, Hugh P., Sergeant, 194th Tank Battalion  
GOSMELL, Grady, Sergeant, Battery "B" 60th C.A.C.

Private Avery E. Wilber, 16,021,793



Washington, D. C.  
December 5, 1944

Statement of Private Anton Cichy,  
ASN 37,025,177, 194th Tank Battalion

Torpedoing of Boat and Escape.

A draft of 1805 American prisoners left Bilabid Prison October 11, 1944. We arrived at Pier 7 about 2:30, left at 4:30, and headed for the open sea. We put in at a small group of islands in the Southern Philippines and were anchored there for about 4 days. Then we returned to Manila and loaded on some food and water and took right out, sailing north. We left Manila, I believe, on the 21st of October and were torpedoed, which we think was an American submarine.

After that torpedo we all got out and tried to find what food we could. The Japanese had already evacuated the ship and after I had found some food and eaten, I put on my life-preserver and got into the water. At that time I saw two Japanese destroyers and I headed swimming toward them. When I got fairly close I saw the Japanese were beating the American prisoners off from the destroyer so I turned around and swam in a general direction away from them. During that time it was getting dark and after a while I was left all alone. I could not hear any Americans around. There was some wreckage floating by which I grabbed and held on to for some time.

I had been in the water about 3 or 4 hours then, when I finally saw a life-boat towards the twilight. I was about 50 yards sideways of the life-boat in the direction it was drifting. I saw a man standing in the life-boat but I did not want to holler to him because I thought it was a Japanese. After it drifted past me I hollered and Overbeck he answered back. He said to swim fast if you want to make it. I tried. I had swum for quite a ways, got exhausted and quit. It was drifting with the waves faster than I could swim. I told him to hold the boat. He said there was no oar in it, he could not do anything. So a board about 12 inches wide and 4-1/2 feet long, which was a wreckage of the ship, came floating by and I grabbed it and laid right on the board, tilted it up in front and started paddling with my hands. Then I made the life-boat. Overbeck pulled me in the boat.

Avery E. Wilbur was already in the boat when I got in. When he got me in the boat I just passed out exhausted. Overbeck had already picked up a sail before I got on the boat which the Japanese threw out.

EXHIBIT D



which came floating by, so I covered up with the sail. Although it was wet it warmed me up some.

All during that night I could hear voices. They were hollering at us to stop the boat but we told them we could not so we all covered up with the sail and in the morning as it getting daylight we saw Graef and Meyer about 200 yards away drifting right at us. They were on a bamboo raft which they had tied together during the night. The wind must have gone down a little. They had a few short pieces of boards and they paddled for all their might and made the life-boat.

We at once got busy and bailed the water out of the life-boat and got the sail ready to go up. During that time we saw a Japanese destroyer so we quit and did not put the sail up. It came straight toward us. I thought we were going to be machine gunned or rammed but instead of that they just passed about 100 yards away from us. I just laid in the life-boat and acted very sick. I thought they were picking up American survivors but I did not see any on the destroyer. This destroyer circled around back and as soon as it was out of sight we hoisted the sail and headed west toward China, which we all had in mind. We were about 200 or 250 miles from the China coast.

We sailed all day the 25th and all day the 26th. About 5 o'clock of the 26th we reached a Chinese fishing junk and we pulled up alongside of it and a crew of 9 men from the fishing junk jumped down in our life-boat and pulled the sail down. We could not talk to them but they motioned to us if we wanted something to eat and we motioned to them "Yes", so they put us up on the deck of the fishing boat. During that time they were preparing something to eat for us. We could not talk to the Chinese but made them understand that we were in a Japanese ship and were sunk and wanted to get to Chiang Kai-shek's forces or American if possible.

So we stayed on the fishing junk that night and were taken to a small town, Keysee (? sp.) on the coast. We found a Chinese there that could talk English. He said there was an American coming in the morning from the 14th Air Force and he would tell us our best way to get to Hing Ning and from there to Kun Ming. We stayed in Keysee for about 3 days and from there walked 20 miles to a town where we stayed over-night and the next day we were carried across the country in sedan chairs, which was 30 miles.

The next day the five of us were taken on Bicycles 150 miles, which took us 2 days. We reached Hing Ning. There were a few Americans there with the 14th Air Force and from there they took us in a weapon carrier truck, which was a 2-day trip to Nam Yung. There was an air base there. There were only 14 Americans there and they radioed into Kun Ming to come and get us with a plane. It took us about 4 hours by plane. We had to fly over Japanese territory to get there. From Kun Ming we returned to the United States by plane.



dem/

Washington, D. C.

5 December 1944

## STATEMENT OF DONALD E. MEYER, CORPORAL, 19,002,813

There were a total number of 1,805 men that were loaded on the boat on pier #7, 11 October 1944. We immediately moved out of the harbor (in the middle of an air raid which we all heard) and went due south to somewhere around Visayan Island. All of these men on the boat were not Americans. There were very few foreigners, some Russians, etc. There were about 100 civilians on this boat and the rest were members of the Army, Navy and Marine Corps.

We stayed on Visayan Islands for about seven days and then went back to Manila to load on more supplies. After loading supplies we immediately set sail and went due west for about a day and then northwest. The position of the boat was about 300 miles from the China coast and almost directly below Formosa (I believe about two days sailing time from Formosa).

There were 600 men in the forward hold and all of the rest were put in hold #2. I was in #1 hold which was a coal bin, partially filled with coal. Two men died in my hold before we were struck by the torpedo. There were three torpedoes fired from the submarine; however, the Japs fired on the submarine twice before the torpedo hit. The torpedo struck #3 hold. The boat immediately started sinking - it bucked right in half. The fore part of the ship was on top of the water while the rear part went down into the water.

The Japs immediately started evacuating the boat on a small lifeboat. Just before the Japs evacuated they cut the ropes leading down into the hold, which was about 40 ft. below. There was quite a bit of confusion in the hold. We didn't know what to do, but myself and several other fellows climbed the stanchion to the top and immediately found ropes which we lowered down into the hold and the people below tied the rope to the ladder and we pulled it up and fastened it and the prisoners immediately started coming up. I then went to #2 hold and got a canteen of water and saw a friend of mine and we started bringing up a large plank to throw over the side. After throwing the plank over we slid down steel cables leading down to the water.

We sighted the destroyers out about one mile away and started swimming with the plank toward the destroyer. After going about three quarters of a mile we saw the Japs beating the other men off the boat. They weren't picking up any survivors and we just started floating.

The boat was struck about 5:00 p.m.

The other fellows were swimming along with me and were about all in and we told them to come on to our plank. After floating for about five hours, I

EXHIBIT E



## Statement of Corporal Donald E. Meyer (Cont'd)

decided this was no good. The plank was going under water and it wasn't getting any support, so I told this friend of mine that I was going over to get more wreckage which I spotted about 200 yards out. I swam out to the wreckage and after getting to the wreckage I found that it was occupied by SERGEANT GRAFE.

We immediately started swimming for it, but after about thirty minutes of hard swimming we gave up. We floated around in the water until about 6:00 a.m. still on our raft, at which time we spotted the boat again. We immediately started swimming for the boat. We reached it, exhausted, but we made it. The boat was occupied by three other prisoners who are here with me now.

There were enough life preservers on the boat for everybody who wanted one. I believe that there is a possibility that some men might have gotten hold of some wreckage and drifted to Japanese occupied territories.

At about 6:00 a.m. I was about one half mile away from the boat and at that time a good part of the boat had already sunk. About 11:00 a.m. I saw a large piece of wreckage with about two dozen men on it. They were hanging on to the wreckage. Ours was the only life boat that was on the ship that I had seen.

The water was very cold and the weather was terrifically cold and windy. The wind was worse than the water.

There were no men killed by the explosion as far as I know. I don't believe I could have lasted more than for twenty-four hours after I got on the lifeboat.

The man I left the boat with on the plank was taking up most of the room on the plank. His name was Trojillo (a Mexican), Private, C.A.C. from New Mexico. He told me he couldn't swim, so I left him on the wreckage while I went to get more wreckage. This man told me he could not swim because of this I do not believe he could swim. He had swallowed a lot of salt water and was coughing.



\* \* \*

Interview with Philip Brodsky 8/24/48

\* \* \*

When ship was sunk I accompanied Russell L. Lash for about 24 hours in the water. When we separated I never saw him again. \* \* \* About noon of the 25th, while afloat, I met Glenn S. Oliver, also afloat. We were both picked up together by a Japanese destroyer on about 1:00 in the afternoon of the 28th of October, 1944. I don't know the name of the destroyer but we finally landed at Taikow, Formosa about 7:00 PM of the 29th. From there we were taken to a prison and the following morning we were moved on board another prisoner of war ship along with Martin Binder, Warrant officer, Navy and Pfc. Charles W. Hughes. Hughes died a few days later at Shirakawa, the hospital camp in Formosa. Binder, Oliver and I went to Toroku, another prison camp in Formosa. In February, 1945 we were all moved up to the Northern part of Formosa to be shipped to Japan aboard another prison ship.

\* \* \*

/s/ Philip Brodsky

See 293 file of Abell, Gilbert R., O-890111 for complete copy.

EXHIBIT F



\* \* \*

I was picked up alone by a Japanese merchant man bound for Formosa after being on a wooden raft for four (4) days. Upon arrival at Formosa, I was taken ashore and questioned at a Japanese guard house on the events leading to the sinking of the "ARTISAN MARU".

\* \* \*

The name of the rescue ship is unknown to me as is the name of the port at which I was landed. After landing, I met Messrs. Brodsky, Oliver and Hughes while being questioned by the Japanese Army. Following this, we were taken to other places for questioning and then taken out to another P.O.W. ship which lay in the bay. A week later all P.O.W.'s were taken ashore and taken to a P.O.W. camp at Toroku which was north of this port and twelve (12) hours by train.

\* \* \*

The late Hughes related to me that he was rescued alone by a Japanese destroyer.

\* \* \*

No one was rescued with me.

\* \* \*

No information concerning rescue of any other personnel except five (5) who were picked up by a Chinese Junk and later turned over to the American forces. (This information gained from the Bureau of Naval Personnel after liberation.)

\* \* \*

/s/ Martin Binder  
/t/ Martin Binder

See 293 file of Abell, Gilbert R., O-890111 for complete copy.

EXHIBIT G



## TRANSLATED EXTRACTS FROM JAPANESE RECORDS

Volume VA-46 (Philippine Monthly Report, Jan to Oct 44)

Classification: Confidential

Philippine Report No. A-393, 31 Oct 44

## October Monthly Report

\* \* \* \* \*

## II. General Notes

## Paragraph 4:

A total of 1782 POWs, including 599 POWs out of the 3000 POWs on orders for shipment to the Kwantung Army, based on Line of Communication "E" Operational Field Order No. B-5, and 1183 POWs awaiting shipment in the Main Camp attached hospital on previous orders, were loaded on the ARISAN MARU on 11 October and left Manila, under guard of Escort Commander 2d Lt. Yamaji and 40 men. (The ship) took shelter along the west shores of Palawan Island and returned to Manila on 20 October. Left port once more on the 21st. During this period, one POW was shot to death for attempting to escape, and four died of illness. On the 24th, as stated previously, the transport was sunk in Bashi Straits en route to Takao, (Formosa). The 1777 POWs are missing. Also one soldier and four civilians (presumably Japanese) died in action.

\* \* \* \* \*

## Appendix No. 3

## Monthly Death Chart of POWs

Nationality:	American
Rank:	Major
Camp:	1-B
Identification No:	1-13838
Name:	LOTHROP, ROBERT BLAKE
Name of illness:	Shot to Death
Date of Death:	15 Oct
Disposition:	Buried at sea

Remarks: a. Four men who died aboard ship are not listed as the name of illness is unknown.

\* \* \* \* \*

I hereby certify that this is true translation of extracts from the documents of the Japanese Government Prisoner of War Information Bureau Tokyo.

/s/ Henry T. Omachi  
HENRY T. OMACHI  
First Lt., Inf. AUS



CASUALTY BRANCH  
The Adjutant General's Office  
Washington

List No. 87

PERSONNEL LOST AT SEA AS RESULT OF SHIP SINKINGS DURING WORLD WAR II

<u>Japanese Transport</u> Name of Ship	<u>So. China Sea</u> Place Sunk	<u>IRC-PMG</u> Reporting Theater	<u>24 Oct 44</u> Date
---	------------------------------------	-------------------------------------	--------------------------

Sunk by American Forces

Name	ASN	RANK	ORGANIZATION OR ARM OR SERVICE	INITIAL CASUALTY STATUS	PRESENT CASUALTY STATUS	BURIAL ON FILE YES	RPT NO
	*	*	*	*	*	*	*
Sallee, James W.	20523495	Pvt	INF	KIA	KIA		X
	*	*	*	*	*	*	*

See 293 file of Abell, Gilbert R., O-890111 for complete copy.

EXHIBIT I



34 men

593

BASIC: Ltr fr Dept of the Army, OQMG, Wash. 25, D. C.,  
file QMGMU 293 World War II Unrecoverables, dtd  
27 January 1949, Subject: "Request for Additional  
Findings of Non-Recoverability."

GRPZ 293  
World War II  
Unrecoverables

1st Ind.

HEADQUARTERS, PHILIPPINES COMMAND, APO 707, 2 - MAR 1949

TO: The Quartermaster General, Department of the Army,  
Washington 25, D. C., ATTN: Memorial Division

In accordance with the basic letter, dated 27 January 1949, the PHILCOM Zone, AGRS, Board of Review case histories for remains considered non-recoverable, including the recommendation that each of the 29 personnel listed on inclosure #30, basic letter, and the five listed in paragraph 3, basic letter, are forwarded herewith in triplicate.

FOR THE COMMANDING GENERAL:

35 Incls:  
Incls. 1 to 29 - w/d  
Incl. 30 - n/c  
Incls. 31 to 64, incl. (added)  
(34 Board proceedings in  
triplicate)

*Frank O. Calohan, Jr.*

FRANK O. CALOHAN, JR.

CWO USA

Asst Adj Gen



293 WKS Mar Encl



Subject: 1st Lt. Carl F. Hays, OCMG, Wash. 25, D. C.,  
 The World War II Unrecoverables, 644  
 27 January 1949, Subject: "Request for Additional  
 Findings of Non-Recoverability."

1st Ind.

CHIEF, 202  
 World War II  
 Unrecoverables

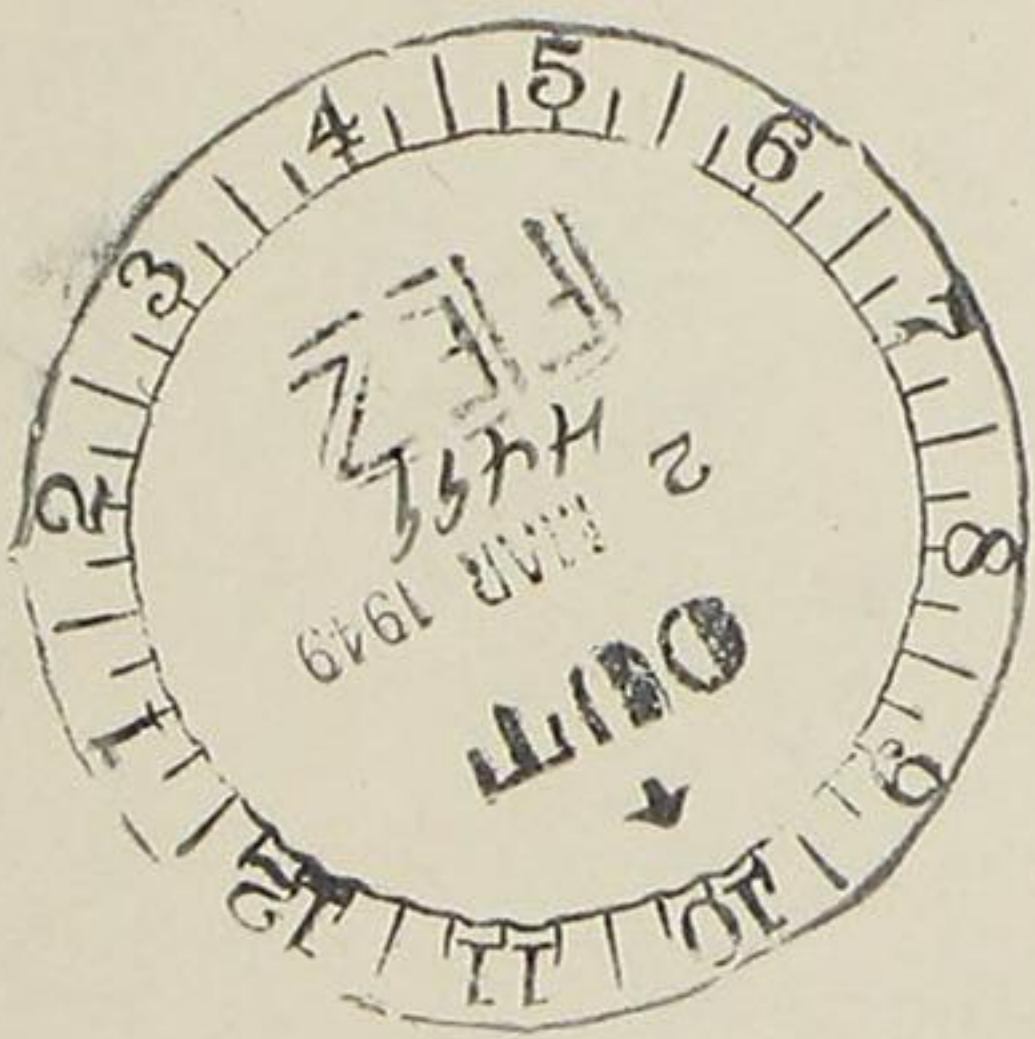
HEADQUARTERS, PRINCIPLES COMMAND, 480 202,

TO: The Quartermaster General, Department of the Army,  
 Washington 25, D. C., ATTN: Memorial Division

In accordance with the basic letter, dated 27 January  
 1949, the PRINCIPLES COMMAND, Board of Review case histories  
 for remains considered non-recoverable, including the  
 recommendation that each of the 29 personnel listed on  
 enclosure 30, basic letter, and the five listed in  
 paragraph 3, basic letter, are forwarded herewith in  
 triplicate.

FOR THE COMMANDING GENERAL:

35 Incls:  
 Incls. 1 to 29 - w/5  
 Incls. 30 - n/c  
 Incls. 31 to 34, Incls. (added)  
 (34 Board proceedings in  
 triplicate)





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

IN REPLY REFER TO QMGU 293  
World War II  
Unrecoverables

27 January 1949

SUBJECT: Request for Additional Findings of Non-Recoverability

TO: Commanding General  
Philippine Command  
APO 707, c/o Postmaster  
San Francisco, California  
ATTENTION: AGRS Philcom Zone

1. Reference is made to field board findings, prepared by the then Headquarters, AGRS, Far Eastern Zone, determining the remains of personnel lost in the sinking of the Japanese transport "ARISAN MARU", 24 October 1944, to be non-recoverable.

2. Information recently made available to this office indicates that the following additional personnel, whose remains have not been recorded as recovered up to the present time, were lost in the same incident as the deceased referred to in par 1, above:

See attached list.

An OQMG Form 371 is attached herewith for each of the decedents appearing on the attached list.

3. The following casualties, for whom an OQMG Form 371 has been furnished previously, but for whom no findings have been received, were also lost in the same incident:

1	SHIMP, Neil B.	Captain	0 405 949
2	SNODGRASS, Thomas A.	Pvt.	13 010 829
3	SZYMANIK, Stanley	Pvt.	32 060 527
4	VAN SICKLE, J. C.	Pfc.	6 282 436
5	VAN STEENBERGH, Clayton E.	Pfc.	19 051 037

4. It is recommended that the matter of the non-recoverability of the remains of the personnel listed in Pars. 2 and 3 above, be submitted to a board of officers in accordance with the provisions of AGO letter dated 9 April 1947, file AGAO-S 293.9 (27 Mar 47) D-M, Subject: Establishment of Boards of Review for Identification of Unknown Dead Overseas.



DEPARTMENT OF THE ARMY  
Office of the Quartermaster General  
WASHINGTON 25, D. C.

UNRECOVERABLES  
World War II  
Serial 203

27 January 1949

SUBJECT: Request for Additional Findings of Non-Recoverability

TO: Commanding General  
Philippine Command  
APO 707, c/o Postmaster  
San Francisco, California  
ATTENTION: AGO Philcom Zone

1. Reference is made to field board findings, prepared by the then Headquarters, AGO, Far Eastern Zone, determining the remains of personnel lost in the sinking of the Japanese transport "ARISAKI MARU", 24 October 1944, to be non-recoverable.

2. Information recently made available to this office indicates that the following additional personnel, whose remains have not been recorded as recovered up to the present time, were lost in the same incident as the deceased referred to in par. 1, above:

See attached list.

3. An OAG Form 371 is attached herewith for each of the deceased appearing on the attached list.

4. The following casualties, for whom an OAG Form 371 has been furnished, reviewed, but for whom no findings have been received, were also lost in the same incident:

0 402 949	Captain	SHIMP, Neil B.
13 010 622	1st Lt.	SNOWHART, Thomas A.
32 000 227	1st Lt.	STANLEY, Stanley
6 282 436	1st Lt.	VAN SICKLE, J. C.
19 051 037	1st Lt.	VAN STEENHUYSE, Clayton E.

5. It is recommended that the matter of the non-recoverability of the remains of the personnel listed in pars. 2 and 3 above, be submitted to a board of officers in accordance with the provisions of AGO letter dated 9 April 1947, File AGO-22929 (27 Mar 47), subject: Establishment of Boards of Review for Identification of Unknown Dead Overseas.



QMGMU 293  
World War II  
Unrecoverables

Subject: Request for Additional Findings 27 Jan 1949  
of Non-Recoverability

In the event of findings of non-recoverability by your board, it is requested that copies of the proceedings be expedited to this office for processing simultaneously with the case of the personnel listed in par 1, above.

FOR THE QUARTERMASTER GENERAL:

30 Incls  
1.-29. Forms 371  
(In dup)  
30. Attached list  
(In dup)

*T. H. Metz*  
T. H. METZ  
Lt. Colonel, QMC  
Memorial Division

HQ. Philcom AC File 293.9








Attached list of Names - Par. 2

<u>NAME</u>	<u>RANK</u>	<u>SERIAL NUMBER</u>
Sallee, James W.	Pvt.	20 523 495
1 <del>Schuh</del> Schuh, Harry A.	T/Sgt.	6 731 170
Slaughter, Lonnie T.	Pvt.	38 031 345
Slavik, Jerome	Pvt.	16 008 566
Slawek, Walter S.	Pvt.	6 904 046
Smith, Albert D.	Pfc.	38 012 100
Smith, Onie R.	Sgt.	R 3646241
Smith, Oscar L.	Cpl.	6 646 801
Smith, Wilbur C.	Pvt.	17 001 745
Smith, William J.	Pvt.	20 700 258
Smith, Willie <del>Melvin</del>	Pvt.	19 060 847
2 <del>Smyers</del> Smyers, Webster C.	Captain	0 418 641
Soichtig, Rudolph M.	S/Sgt.	6 975 311
South, Frank E.	Cpl.	20 700 260
Spanelle, Theodore	Cpl.	R4 147 661
Spence, Fremmen J.	Sgt.	6 274 792
Spengler, Charles	Cpl.	6 894 346
Spornitz, John C.	Sgt.	20 700 261
Sprague, Arthur L.	Cpl.	17 002 302
Springer, Duey E.	Pvt.	14 026 193
Sprunk, Jack D.	T/Sgt.	20 843 927
Stevenson, John	Pvt.	33 081 030
Stewart, Julius W.	Pfc.	17 014 599
Stewart, Lamar N.	T/Sgt.	7 009 340
Straus, James E.	Pfc.	16 008 531
Streitenberger, Elmer E.	Pvt.	14 046 079
3 <del>Stroud</del> Stroud, Ray B.	Captain	0 307 660
4 <del>Van Slyke</del> Van Slyke, Loren E.	Pvt.	19 014 528
5 <del>Von Schrititz</del> Von Schrititz, Max L.	Pvt.	15 017 034

Inc/ #30



293 FILE		DATA ON REMAINS NOT YET RECOVERED OR IDENTIFIED		
NAME (Last, First, Middle Initial)		GRADE	PRESENT SERIAL NUMBER	
SALLEE, JAMES W.		PVT.	20523475	
ORGANIZATION	RACE	CREED	FORMER SERIAL NUMBER (If Applicable)	
172ND TANK BN. (AS OF 1-2-44)	WHITE N. RECORD			
DATE OF DEATH/MIA	CAUSE OF DEATH	PLACE OF DEATH OR PLACE LAST SEEN IF MIA		
24 OCT. 44	KILLED IN ACTION	SO. CHINA SEA.		
DATE OF FOD	WEIGHT	COLOR EYES	COLOR HAIR	SHOE SIZE
	140#	BLUE	DARK	
HEIGHT				
67"				
DENTAL CHART				
UPPER RIGHT		UPPER LEFT		
8 7 6 5 4 3 2 1		1 2 3 4 5 6 7 8		
LOWER RIGHT		LOWER LEFT		
16 15 14 13 12 11 10 9		9 10 11 12 13 14 15 16		
X = Extracted      O = Cavius      1 = Cavius Non-Restorable				
FRACTURES AND/OR BREAKS		TATTOOS AND/OR BIRTHMARK		
NOT OF RECORD		NOT OF RECORD		
ADDITIONAL INFORMATION				
D/B - 18 MAY 1916				
<div style="text-align: center;">  <p> <b>NAN</b>  <b>File</b>  <b>JAN 27 1949</b>  <i>M. L. Baden</i>              Ident. Branch           </p> </div>				

DDMG FORM 371  
23 SEP 46DATE FORWARDED TO FIELD **JAN 27 1949**

48 21325



[illegible]



Hollie, James  
Last Name First Name

To Clinical Records Branch

For disposition

The records show medical treatment as follows:

Hospital	From	To	Register Number
S.H. Ft. Knox, Ky.	12-16-40	1-2-41	39025

J. W. 9/25/41 DPRB  
Clerk Date Branch



# IDENTIFICATION SECTION MEMORIAL DIVISION

## IDENTIFICATION DATA

LAST NAME - FIRST NAME - MIDDLE INITIAL <i>Sallee, James W.</i>			ARMY SERIAL NUMBER <i>20523495</i>		GRADE <i>Pvt.</i>
HEIGHT <i>67</i>	WEIGHT <i>140</i>	COLOR EYES <i>blue</i>	COLOR HAIR <i>dark</i>	SHOE SIZE <i>—</i>	DATE OF DEATH <i>10-24-44</i>
LAST ORGANIZATION TO WHICH ATTACHED OR ASSIGNED (Give complete designation) <i>192<sup>nd</sup> Tank Bn (as of 1-2-41)</i>					
PLACE OF DEATH OR PLACE LAST SEEN IF MIA <i>So. China Sea</i>					
LIST ALL CAMPS IN WHICH STATIONED IN U.S. PRIOR TO SERVICE OVERSEAS, WITH INCLUSIVE DATES AT EACH.					

STATION	DATES
<i>not of Rec.</i>	
<p>FROM: WD, AGO CLINICAL RECORDS BRANCH</p> <p>NO RECORDS ON FILE</p>	
FRACTURES AND/OR BREAKS <i>not of Rec.</i>	TATTOOS AND/OR BIRTH MARKS <i>not of Rec.</i>

DENTAL CHART															
8	7	6	5	4	3	2	1	1	2	3	4	5	6	7	8
UPPER RIGHT								UPPER LEFT							
16	15	14	13	12	11	10	9	9	10	11	12	13	14	15	16
LOWER RIGHT								LOWER LEFT							
X - EXTRACTED								O - CARIOUS							
								/ - CARIOUS NON-RESTORABLE							

AGAC FORM  
1 Aug 1946

I-380

(Indicate dentures, bridgework, etc., if shown.)

11-25-40







SPQYG 293  
Sallee, James W.  
S.N.

15 March 1945

Mrs. Sarah Sallee  
340 Stanford Avenue  
Danville, Kentucky

Dear Mrs. Sallee:

Reference is made to your letter in which you request information regarding your son Private James W. Sallee who is a prisoner of war.

A copy of your letter has been forwarded to the Provost Marshal General's Office, Washington, D. C., for reply to your request as matters of this nature come under the jurisdiction of that office.

FOR THE QUARTERMASTER GENERAL:

Sincerely yours

MAYO A. DARLING  
Lt Colonel, QMC  
Assistant

CCP

✓  
Mar 15 10 59 AM '45

Q M G  
MAIL & RECORDS BRANCH

✓ 1095 Sallee, Sarah (Mrs)

nb



SPQYG 293 Sallee, James W. Private

1st Ind

ASF OQMG Washington, D. C.

15 March 1945

TO: The Provost Marshal General, Washington, D. C.

1. Forwarded as matter pertaining to your office.
2. A copy of our reply to Mrs. Sallee is inclosed for your information.

FOR THE QUARTERMASTER GENERAL:

1 Incl  
cc ltr of e/d

MAYO A. DARLING  
Lt Colonel, QMC  
Assistant

CCP

MAR 15 10 53 AM '45

MAIL & RECORDS BRANCH

MAR 15 9 44 AM '45  
MEMORIAL DIVISION

nb



348 Stanger Ave  
Danville, Ky.  
Feb. 15, 1945

Dear Sir:

I'm writing concerning my  
son. Pr. James Williams Belle  
293 Military Prison Camp no. 1.  
Philippine Islands.

I had three cards from him  
in January. He was still in  
Prison Camp no. 1. According to  
all three of the cards.

One was dated May 5 one  
July 13 the other was not  
dated at all. Could you  
please tell me whether  
he has been released with  
the other prisoners or not?  
I'm so worried I'm almost







Crazy. Have you ever let  
out all the names that  
have been rescued?

My step sister's boy has  
been released and I'm so  
anxious to know.

But James W. Sallee's search  
no. is

Thank you very much.

Sincerely

Mrs. Sarah Sallee

340 Stanford Ave

Danville, Ky.

J



## SENSITIVE SURFACE - HANDLE EDGES ONLY

## WAR DEPARTMENT

THE ADJUTANT GENERAL'S OFFICE  
WASHINGTON 25, D. C.REPORT OF DEATH **ESS/3821** *Sallee, James W.* DATE **22 June 1945**

FULL NAME <b>Sallee, James W. (Japanese POW, P.I.)</b>		ARMY SERIAL NUMBER <b>20 523 495</b>	GRADE <b>Pvt</b>
HOME ADDRESS <b>Harrodsburg, Kentucky</b>		ARM OR SERVICE <b>INF</b>	DATE OF BIRTH <b>18 May 1916</b>
PLACE OF DEATH <b>Southwest Pacific Area</b>	CAUSE OF DEATH <b>Killed in Action</b>		DATE OF DEATH <b>24 Oct 1944</b>
STATION OF DECEASED <b>Southwest Pacific Area</b>		DATE OF ENTRY ON CURRENT ACTIVE SERVICE <b>15 Nov 1940</b>	LENGTH OF SERVICE FOR PAY PURPOSES YEARS MONTHS DAYS <b>Over 5 yrs</b>
EMERGENCY ADDRESSEE (NAME, RELATIONSHIP & ADDRESS)  <b>Mrs. Sarah C. Sallee, mother, 318 Alto Ave., Danville, Ky.</b>			
BENEFICIARY (NAME, RELATIONSHIP & ADDRESS)  <b>Mrs. Sarah C. Sallee, mother, same as above</b> <b>Miss Cora B. Sallee, sister, 229 E. Factory St., Harrodsburg, Ky.</b>			
INVESTIGATION MADE? YES NO	IN LINE OF DUTY YES NO	OWN MISCONDUCT YES NO	WAS DECEASED ON DUTY STATUS YES NO
			AUTHORIZED ABSENCE YES NO
			IN FLYING PAY STATUS YES NO
			OTHER PAY STATUS (SPECIFY BELOW) YES NO

## ADDITIONAL DATA AND/OR STATEMENT

☒ BATTLE ☐ NON-BATTLE

The individual named in this report is shown by the records of the War Department to have been in a beleaguered status from 8 December 1941 to and including 6 May 1942 and absent in a missing in action status on and subsequent to 7 May 1942 and until absence was terminated by a report from the Japanese Government through the International Red Cross of a prisoner of war status on 12 June 1943. The prisoner of war status was terminated on 16 June 1945, on which date evidence considered sufficient to establish the fact of death was received by the Secretary of War from the Japanese Government through the International Red Cross. Death was result of sinking of Japanese ship on which soldier was being transported while POW.

## COPIES FURNISHED:

S. G. O.	F. B. I.	F. O., U. S. A.
S. O. Q. M. G.	O. F. D.	ARMY EFFECTS BUREAU
G. A. O.	VET. ADMIN.	CASUALTY BRANCH FILE
		A. G. 201 FILE

BY ORDER OF THE SECRETARY OF WAR:

*E. J. Shultz*

ADJUTANT GENERAL

WD AGO FORM 52-1  
1 FEBRUARY 1945THIS FORM SUPERSEDES WD AGO FORM 52-1, 1 DECEMBER 1944,  
WHICH MAY BE USED UNTIL EXISTING STOCKS ARE EXHAUSTED.FILE  
JUN 25 1945