



## Memorial Day Special Edition Parkman Paragraphs

Created by Cory Anderson  
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This limited edition issue is printed specifically for the

### 2001 Parkman Memorial Day Parade.

We wish to thank all of our Active Duty and Veterans throughout all eras of our country's existence for all of the sacrifices that they have made to give us our freedoms and continue to make our country a safe place to live. May our future generations understand these sacrifices from our Veterans and appreciate the quality of life created for them.

On behalf of the Parkman Trustees and the Parkman Chamber of Commerce

### Special Thanks for the continued support of the:

Geauga County Sheriff Department  
Middlefield VFW Post 9678  
Parkman Volunteer Fire and Rescue Team  
Parkman Boy Scout and Cub Scout Troops #76  
Cardinal Marching Band  
Parkman Congregational Church  
SS Edward Lucy Catholic Parish  
and the various participants who helped to make our  
2002 Parkman Memorial Day Celebration a success.

Ferry Family (thanks for the story of John Ferry)  
Father John Burkley, SS Edward Lucy Catholic Parish  
Jeff Gardner, Commander, V.F.W. Post 9678  
Monique Hornsby, Parkman Cub Scout Den Master  
Director, Cardinal High School Marching Band  
James Solits, Parkman Trustee  
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Don Villers, Parkman Trustee  
Nancy Wheelock, Parkman Fiscal Officer  
Wayne Komandt, Chief, Parkman Volunteer Fire Department  
Scott Villers Parkman Boy Scout Liaison

Best wishes to everyone for a fun and safe summer  
and don't forget to give THANKS to a Veteran.



## Parkman Paragraphs Memorial Day 2001



PARKMAN MEMORIAL DAY 2001 TRIBUTE TO

## John R. Ferry

Community Website: [www.ParkmanOhio.com](http://www.ParkmanOhio.com)  
Newsletter E-mail: [ParkmanOhio@gmail.com](mailto:ParkmanOhio@gmail.com)





# John R Ferry

12 Jan 1921 - 7 Sep 1944

<https://www.findagrave.com/memorial/81238614/john-r-ferry>

John R Ferry was born on January 12th, 1921 in Hiram. His parents were Lee and Doris Ferry. He had a brother Glenwood too. He graduated from Parkman High School in 1938 and was called to duty during World War II.



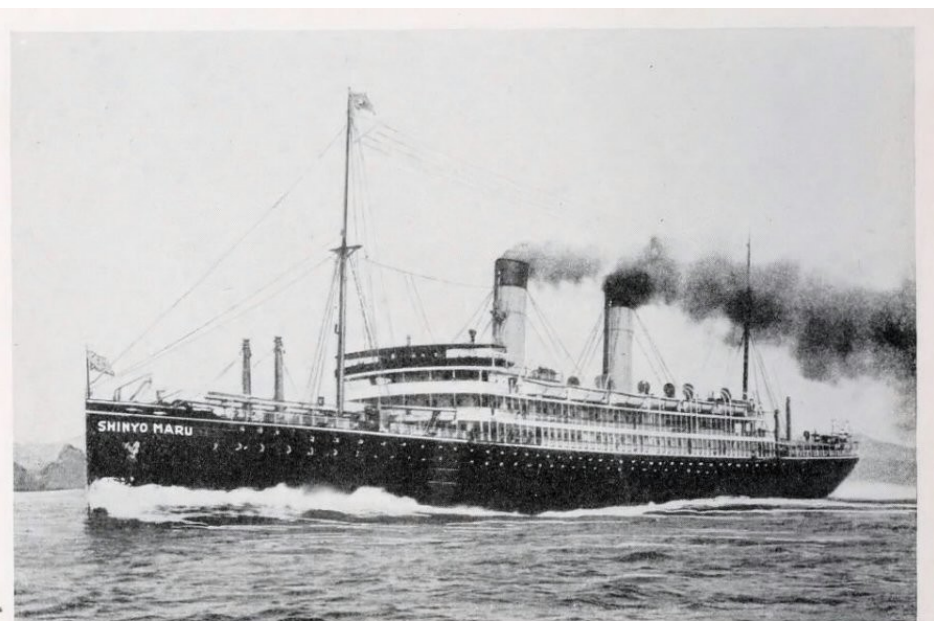
He served with the US Army Air Corps - 30th Bomber Squadron 19th Bomber Group and was stationed at Fort William McKinley, Manila, Bay in the Philippines, serving as a staff sergeant in the Southwest Pacific Theatre at the Philippine Islands. While serving he became a Prisoner of War and was transported on the hell ship" Shinyo Maru by Japanese forces. At this time, he was declared Killed in Action being executed during the sinking of the Shinyo Maru on September 7, 1944. The next page is a brief review of that incident. John Ferry did receive a Purple Heart and was our very first honoree of the Parkman Ohio US Military Veteran Honorees salute.



Status: Executed, Died in Ship's Sinking or Result of Ship Sinking,  
While Attempting Escape the POW Transport Ship  
September Sinking: Shinyo Maru, 7 September 1944.

\*Listed as Staff Sergeant in: World War II and Korean Conflict  
Veterans Interred Overseas, National Archives and Records Administration

World War II Honor List of Dead and Missing  
Army and Army Air Forces Personnel, 1946 on Page 37



S. S. SHINYO MARU OF THE TOYO KISEN KAISHA S. S. CO.

## The Shinyō Maru Incident

[https://en.wikipedia.org/wiki/Shin%27y%C5%8D\\_Maru\\_incident](https://en.wikipedia.org/wiki/Shin%27y%C5%8D_Maru_incident)

The Shinyō Maru incident occurred in the Philippines on September 7, 1944, in the Pacific theater of World War II. In an attack on a Japanese convoy by the American submarine USS Paddle, 668 Allied prisoners of war were killed fighting their Japanese guards or killed when their ship, the SS Shinyō Maru was sunk. Only 82 Americans survived the ordeal and were later rescued.

Following the conquest of the Philippines in 1942 and the surrender of the United States Army, thousands of Allied prisoners of war, mostly American, were being held on the islands which by 1944 were soon to be invaded by General Douglas MacArthur. To prevent the liberation of the prisoners in the Philippines, the Japanese established a system of transportation called "Hell Ships" by those being transported. These Hell Ships were ordinary merchant vessels used to transport the Allied prisoners from the Philippines to elsewhere in the Japanese empire. These vessels were so-called because prisoners were transported in inhumane and unsanitary conditions amounting to torture. SS Shinyō Maru was one of these vessels; displacing 2,634 gross registered tons, she was a tramp cargo steamer impounded by the Japanese in 1941 and crewed by both merchant sailors and Imperial Japanese Army soldiers. The soldiers manned the ship's machine gun and guarded 750 Allied prisoners in the holds, almost 300 of whom were survivors of the Bataan Death March. The Japanese commander is said to have been extremely ruthless. Expecting an attack by the Allies, he told the prisoners that if the ship were fired on, he would order the guards to begin killing them.

On September 7, the Shinyō Maru was sailing for Manila in convoy C-076 with seven other vessels, including two torpedo boats, two tankers, and four other medium and small cargo ships. They were sailing two to three miles off the Lanboyan Point of Zamboanga Peninsula on the island of Mindanao, when the USS Paddle found them. A few days previously, American intelligence had reported the Shinyō Maru to be carrying Japanese soldiers, so they assigned Paddle to search for it. The Paddle, under the command of Captain Byron Nowell, was 10 miles away when the Japanese were first spotted, so Nowell maneuvered forward to attack with torpedoes. A spread of four was then released in the direction of the Shinyō Maru, which was the leading ship in the convoy. Two of the torpedoes struck, both in the hold, and a few moments later the Paddle was lined up against one of the cargo ships. It, too, was struck by two torpedoes, so her commander grounded her on the nearby shore to prevent the ship from sinking. Just after the Shinyō Maru was hit, the guards opened fire on the prisoners with captured Thompson sub-machine guns, though several of the men fought their way out of the hold, with their fists and improvised weapons, and abandoned ship.

The men of the convoy then began launching boats to pick up Japanese survivors and kill all of the remaining prisoners. A machine gun mounted on the grounded cargo ship and a second on the Shinyō Maru were also opened up on the Allied personnel. Marine Corps Sergeant Onnie Clem later reported the following; "Up on the bridge there was a machine gun spraying the hatch. A burst of machine-gun fire caught all three of us and knocked us back down in the hold. We'd all been hit. I got plowed in the skull. Another bullet chipped out my chin. Nevertheless, I was able to work myself back up on deck, and I was eyeing that bridge when I came out that time. The gun was still there, but the gunner was laying out on deck. Somebody had apparently got up there and killed him. At this time I found out that we were out in the ocean about two or three miles from shore. All I had was a loincloth."

Fifteen or 20 others were recaptured and taken aboard one of the torpedo boats, where they were executed by firing squad as punishment for trying to escape. One of those men was able to free his hands which had been tied behind his back, and he successfully escaped by jumping overboard again.[4] The Japanese dropped 45 depth charges and other explosives on the American submarine over the course of two hours, and the ship sustained some light damage, but nobody was hurt. After that, she surfaced and began patrolling the area again.

Allied prisoners of war, 668 were killed, all but five of whom were American servicemen. At least 47 Japanese personnel were killed, as well; only three men of the Shinyō Maru's crew survived.[ Eighty-three Americans made it to the shores of Sindangan Bay, and they received aid from friendly Filipino guerrillas under the command of Brigadier General Wendell Fertig, who radioed headquarters about the situation. One man died the following day on September 8, the remaining survivors were eventually rescued by the submarine USS Narwhal save First Sergeant Joseph P. Coe Jr who remained on Mindanao to continue fighting, for which he later received a Bronze Star. The crew of USS Paddle was not informed of the deaths of hundreds of Allied POWs until 1946.

