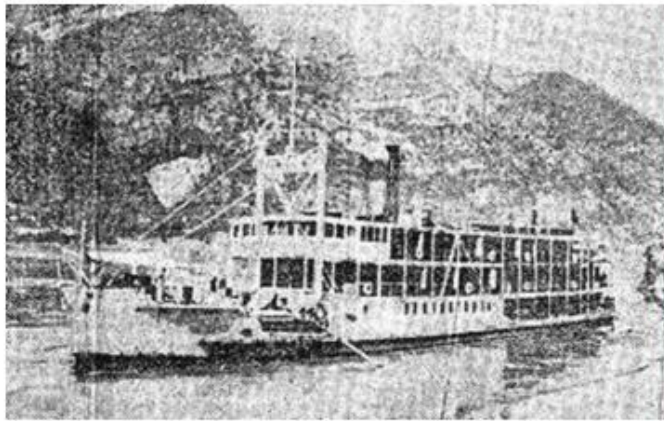


'HMS Fuh Wo'

- Beached at Banka Island and destroyed by its crew on 15 February 1942.

[Version 1.3.0; September 2023]

The 'SS. Fuh Wo' was built in 1922 [there had been an earlier ship with the same name owned by Indochina Steam, but it was scrapped in 1924] by shipbuilders Yarrow and Company, Glasgow for the specific purpose of providing a river shipping service in China. Owned by the Indo China Steam Navigation Co – Jardine Matheson & Co., - and registered in Shanghai, it was advertised and plied the Yangtze River with passengers and cargo from 1922 until 1940.



FUH WO (*The Evening News* 10/9/26).



Advertising brochure.

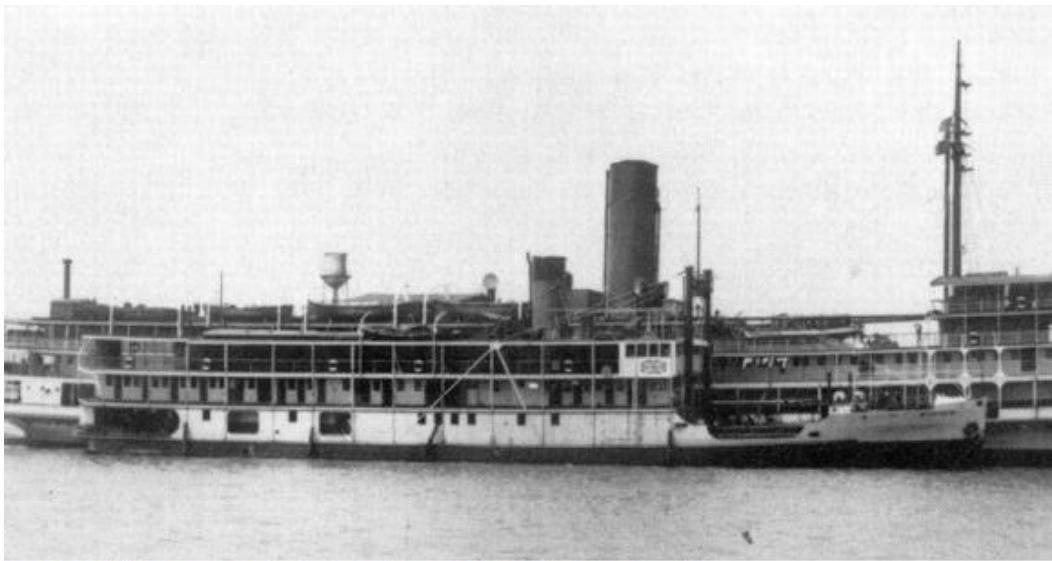
This 'second' ship with the name 'SS. Fuh Wo' was a coal burning, steam driven ship, originally with a length of 204 feet (64m) it was reassembled and extended in 1938 to 211 feet and 955 grt. Following tailshaft breakages in 1923 and 1924 it was rebuilt with larger tailshafts and additional shaft brackets. It was the 'senior ship' in the Yangtze River fleet.



FUH WO at Shanghai, 10 May, 1939 (SK edit/D. Gammon).

In July 1937 it was stranded on a rock between Chunking and Weihsein – all its compartments were flooded but it was refloated, beached and patched up.

With war with Japan well entrenched in China, and even possibly with Britain on a wider front, by May 1940 the 'Fuh Wo' was requisitioned – probably at the same time as other Yangste River steamers such as the 'Li Wo' and 'Kung Wo' – by British Royal Navy, Admiralty (clydeships.co) and became the 'HMS Fuh Wo'. At 211 feet it was a still small ship by ocean going standards – see the following photo where it lies in front of another evacuation vessel (the 'Kung Wo' which was sunk near Pom Pong Island) – and not much bigger than some of the much smaller Fairmile patrol boats used by the SSRNVR/ MRNVR at the time.



FUH WO laid up at Shanghai alongside KUNG WO (D. Gammon*).

It appears to have patrolled the waters around Singapore during the latter part of 1941 and early 1942 – either as a patrol boat or auxiliary minesweeper.

The captain at that time appears to have been Lt. Norman Cook (Sellwood) – it is possible he was the original captain in China.

Apart from the crew – a mix of Royal Navy and local Chinese crew – the ship left Singapore carrying several RNR and MRNVR officers, as passengers, who had not been assigned to any of the evacuation vessels.

Many sources erroneously record that the 'Fuh Wo' was destroyed at or near Singapore to prevent it falling into Japanese hands – in reality, the ship escaped Singapore just prior to the surrender to the Japanese and was beached on the northern shores of Banka Island off the west coast of Sumatra and blown up by its crew.

The story of its last few days and escaping Singapore is referenced in the book "HMS Li Wo – The Most Decorated Small Ship in the Navy", and drawing on a few passages from that book we find the story that "... At 0220 hrs on Friday 13th – in the absence of any responding signals from Fort Canning – *the little convoy* [comprising 'Fuh Wo', Li Wo' – also previously a passenger steamer on the Upper Yangste - and one other small patrol ship] *got underway from Singapore. The harbour was covered in thick black smoke*

from the burning shore. The 'Fuh Wo' – although the 'senior' ship in the group had not been supplied with charts of the escape route and 'Li Wo' had to act as guide as they worked their way through the 10 miles of minefields defending Singapore with only a narrow channel for exit. Soon the 'Li Wo' and the 'Fuh Wo' were on their own - an accompanying minesweeper had been ordered to proceed on a separate course..... At 1.30 pm, 26 planes attacked the two ships which separated in a defensive manoeuvre - after the attack lasting several hours the battered 'Fuh Wo' was in a bay close to a beach. They decided later in the afternoon of 13th February to lie up during daylight and steam under cover of darkness through the narrow, shallow passages of the Rhio archipelago.... The ships remained in the shelter of Singkep island that afternoon, with the plan to leave at 0.300 hrs on 14th February. For some reason they did not leave and were spotted by Jap recce planes about 10.00 hrs on 14th February whilst still at anchor and bombs soon began to fall around them.

The ships must have raised anchor and headed for the Banka Straits – little did they know that they were about to cross paths with the Japanese invasion fleet heading for Sumatra and Banka Island. The 'Li Wo' engaged the leading transport ship but was soon attacked by the light cruiser 'Yura' and the destroyers 'Fubuki' and 'Asagiri'. 'The 'Li Wo' rammed the transport ship – sinking her but was hit by shells from the warships and sank. The destroyer attempted to run over the 'Li Wo' survivors in the sea. Of the 84 crew, only 11 survived to reach Banka Island and be taken prisoner. The captain of the 'Li Wo' was posthumously awarded the Victoria Cross and his First Officer was awarded the DSO. Many of the crew also received high decorations.

What the next movements and actions involving the 'Fuh Wo' were before it reached Banka Island are unknown but (as recorded by one of the ship's officers, Lt. Edward Partridge, below) it is known that the ship reached Banka Island and was driven ashore – suggesting that it was damaged, and its Captain, Lt. Norman Cook, was concerned to save his crew because there was no other escape.

The presumption is that the ship was 'beached' on the very gently shelving north- western coast of Banka Island – some miles north of Tanjung Kelian lighthouse and the port town of Muntok - because one of the ship's officers, Lt Partridge (in a report he compiled in Palembang POW camp before he died) recorded that the ship's company slept the first night ashore in a building of the 'Parit 9 tin mine' and also that a few days later he came across Lt Basil Shaw (the captain of another small evacuation ship named the 'SS Tandjong Pinang' which had been sunk some thirty miles from Banka Island) close to the Tanjung Ular/ Muntok lighthouse. ['Parit' is a style of open cast, long trench mining and would have been used many times on Banka for its abundant tin resources – it seems that the 'Parit' numbers were allocated and reused over the decades – currently 'Parit 9' is located at the southern end of Banka Island.].



Coast near Rambat Village where 'HMS Fuh' was beached.

Apparently the 'Parit 9 tin mine' in 1942 was also near the little village of Rambat/Rambut on the north-west coast of Banka Island ("The story of the Tandjong Pinang" by David Wingate, see website 'Malayan Volunteers Group') - this village is several miles northeast of the Tanjung Ular lighthouse and 13 miles north of Muntok.

The website **wrecksite.eu** states that the casualties from the bombing of the 'Fuh Wo' were "...max.9 ..." and from CWGC records these casualties appear to have been solely members of the Chinese crew indicating that damage occurred in the engine room during the bombing attacks. However, this same website **erroneously** records that the ship's fate was as a "... a British Royal Navy patrol boat that was scuttled in Singapore on 16th February 1942 to avoid capture by the Japanese. At the time according to most reports she was being used as a minesweeper ...".

Post war the 'sinking' (in the 'Fuh Wo' case 'beaching') is confirmed in a Malayan newspaper - "... Those ships that went down in the vicinity of the Banka Straits were the Li Wo, Fuh Wo, Siang Wo, Tien Kuang, Shu Kwang, Kuala and Giang Bee...." (Sunday Tribune 4.4.46).

The story is further amplified in the POW camp report written report by **Lt. Partridge MRNVR**, an officer on the 'Fuh Wo';

"... My ship, FUH WO, was beached and blown up on the morning of the 15th of February 1942. Ship's company slept the night in a deserted house belonging to the Chinese owner of the "PARIT 9" Tin Mine. On the morning of the 18th, I was sent into the jungle by the Captain, to look for a place where we could hide up from the Japanese who were organising search parties all over the island. During my absence, the Japanese arrived at "PARIT 9" village and took the ship's Officers and European crew into custody. Upon my return to the village of "PARIT 9" I contacted No. A.B. LORIGAN, R.N. We slept in the village that night and on the morning of the 19th proceeded to the North shore about 3 miles distant, where we met a party of Royal Airforce personnel under Flight Sergeant ANDERSON No. 565121 ... I organised this party and billeted all hands in a deserted Chinese hut. On the morning of the 20th, I was walking along the North coast when I met Lieutenant SHAW, NZRNVR, who had just come ashore in a damaged dinghy [Researcher note - see memorial document on 'SS Tandjong Pinang' for this story] ...

On the afternoon of the 21st of February, I proceeded in company with Flight sergeant ANDERSON, No. 565721, to the village of "PARIT 9" for the purposes of obtaining medical supplies, as some of our party had been wounded. Among the wounded was No. 747890 Flight sergeant BAXTER. Upon arrival at the village, we were attacked by some 12 Chinese bandits. Who beat us to the ground with thick (kandai) sticks. We were then robbed of all our monies and the valuables in our possession, afterwards we were bound hand and foot and tied to posts, where we remained for the whole of one night; the next day, in company with A.B. LORIGAN, we were marched to MUNTOK and handed over to the Japanese authorities.

In this connection, I would like to mention A.B. LORIGAN. Finding that I did not return to our camp, on the evening of the 21st, LORIGAN proceeded alone to the village of "PARIT 9" to look for me, he in turn being captured by the Chinese bandits and subsequently we were handed over to the Japanese. F/Sgt. BAXTER states that upon my non-return to the Camp on the North coast, the Navy and RAF decided to separate. Prior to this decision the Flight sergeant states that a party of Chinese bandits entered the hut and robbed them of money and valuables, during this operation Lieutenant SHAW was beaten up by the Chinese, but not badly. All inmates of the hut, including Lieutenant SHAW, 2 naval ratings and 3 RAF personnel were either sick or wounded ..." (signed E. Leg. PARTRIDGE, Sub Lieut. MRNVR – this appears to be a typo since his name was Edward Le Gresley Partridge.)

It is significant, and not a little mystifying given the extreme pressure on evacuation servicemen and civilians from Singapore by the 13th February 1942, that there is only one record of passengers on the 'Fuh Wo' – that is in Richard Gough's "The Escape from Singapore" in the chapter 'The Known Fate of the Little Ships' (p.199) where he states "... *She sailed on the 13th/14th with two other company [China Steam Navigation Shipping Company] ships, the 'Li Wo' and the 'Ping Wo', with some 46 passengers aboard...*". Most concerning, insofar as historical accuracy, is that Gough also comments that "...*in fact she reached Batavia and transferred to the Sunda Strait Patrol...*" so he was mistaken on the identity of the ship carrying 46 passengers.

The highly reliable record left by Captain David Nelson in The Story of Changi Singapore' records "...*Lt Cook, R.N., left Singapore 31.2.42 [sic- a typo], beached Bangka Island. No passengers, no casualties...*".

So, it seems that no Officers or crew were lost in the beaching and blowing up of the ship on Banka Island (naval-history.net) but it is assumed that there were losses during the bombings inflicted on the ship during the previous days – the results being the deaths of at least eight Chinese crewmen.

In the context of the often quite hostile reception – including beatings, robbery, and murder - from local Indonesian people by survivors of ships sunk around Sumatra and Java, it is positive and notable that survivors from the 'SS Fuh Wo' and the 'SS Tandjong Pinang' reported being given accommodation and in fact 'hidden' in the village of Rambat (sometimes called 'Rambut') on the northeast coast of Banka Island. This small village which appears to have been based around the 'Parit 9' tin mine would in 1942 have been relatively isolated from the main town of Muntok. Survivors reported being at Rambat for periods of a few days to seven weeks!

The remaining crew of the ship were eventually captured and became POWs, firstly in Muntok on Banka Island and then Palembang in southern Sumatra. Some were transferred to POW camps in Japan and elsewhere during the remainder of the War.

The ship's officers Lt. Norman Cook and Lt Edward Partridge, and Leading Seaman Frank Downing, later died whilst POWs in Palembang. It is possible that other crew members died as POWs but with many CWGC records simply stating that Royal Navy personnel had been either on the "HMS Prince of Wales" or "HMS Repulse" or only that they had been attached to the Singapore shore base 'HMS Sultan' it has not been possible to date to determine any other deaths of the crew of 'HMS Huh Wo'.

It is surmised that the records linking specific POWs with the crew of the 'Fuh Wo' will be in the files of Sumatra POWs held in the National Archives in London.

What became of the wreck of the 'HMS Fuh Wo' is unrecorded and there appear to be no remnants on the isolated coast near Rambat.

However, some ten miles south - on the beach at the Tanjung Kelian lighthouse near Muntok are the remnants of several early 20th century steel vessels. The rusting hulls, half buried in the sand and sea there, are (vaguely) said by locals at Muntok to have been placed there during the 1950s. From the remnants visible they could well be the remaining hulls of either, or both, 'HMS Fuh Wo' and 'SS Siang Wo' which were both beached on the gently shelving sand that forms the coast around Muntok and north. It is reasonable to assume that either the post war Dutch government, or the newly installed Indonesian government, refloated and brought the hulks to that location during the late 1940s or 1950s to form a 'sea barrier' to prevent erosion of the sand.



O----

Possible remnant of 'HMS Fuh Wo' (or 'SS Siang Wo') at Tanjung Kelian.

This document is available for use in publications of a non – profit nature with the written agreement of the author, Michael Pether, 2/23 Sanders Avenue, Takapuna, New Zealand .0622. Tel. 09 – 4865754 or mobile in New Zealand 0274543695. Email mncpether@gmail.com

No permission will be given for the information in this document to be used for commercial purposes.

Sources

- **COFEPOW** – the valuable COFEPOW website database of MI9 Liberation questionnaires has been used for identification of personnel on the 'HMS Fuh Wo'.
- **CWGC** – the Commonwealth War Graves Commission and its website
- **Sellwood** – the book "HMS Li Wo – The Most Decorated Small Ship in the Navy" by A.V. Sellwood.
- **United Kingdom Archives.**

Crew.

Using the perspective of the size of the crew of the 'sister ship' of the 'Fuh Wo', a ship by the name of the 'Li Wo', it is surmised that the 'Fuh Wo' must have had some 30 - 40 crew members on board.

To date eight deaths (all Chinese ratings) amongst the crew prior to/when reaching Banka Island have been identified – however this is hard to comprehend given the circumstances of the beaching of the ship. The unanswered question raises options that firstly the names have been duplicated because the naval recorder keepers were unfamiliar with Chinese names; or they were killed in the bombing attack on 13 February; or they were captured and executed by the Japanese; or they were simply 'Missing' on Banka Island.

This implies that the death toll on the 'Fuh Wo' was not high in comparison with other ships sunk near Banka Island – and in which case credit must be given to the actions of Lt Cook for beaching his ship, which was eminently sensible given the lives saved.

The website naval - history .net - records that no officers or crew members were lost in the beaching and blowing up of the ship on 15th February 1942.

To date only 19 crew members or naval servicemen passengers have been identified.

- **CHAI** – Chai Ke K, Fireman, NAP, MPK (naval-history.net)
- **COOK – Lieutenant Norman Cook, MRNVR, 'HMS Fuh Wo'**. b.1889, Ferry, Scotland. Died in captivity 21.10.43. (JMM); Lt. Norman Cook was the captain of the 'HMS Fuh Wo' and may have been in the employ of Jardine Matheson & Co. (JMM). The 'North China Daily News' of 11.9.35 reported insofar as events in Shanghai "... *A funeral (cremation) service for the late Mrs. Amy Shearer Cook, wife of Norman Cook, was held in Bubbling Well Cemetery Chapel on Monday afternoon in the presence of many mourners. The Rev. I.G. Fewshaw of the Union Church officiated. The chief mourners were the husband and young daughter...*". [In immediate prewar years 1939-40 there was also an 'N. Cook' reported in newspapers as the Secretary of the Goodyear Orient Rubber Co., based at the Easy Reclamation, Tanjong Pagar, and it is not clear whether it was the wife of 'Norman' who was mentioned in the 'Straits Times' as 'Mrs. N. Cook' attending social functions in Singapore – such as the "Washington and Ladysmith" Ball at the Seaview Hotel and the 'Fourth of July' Ball at the Swiss Club ('Straits Times')]. Upon capture, after beaching his ship at Banka, Norman would have been a POW firstly at Muntok, possible at the 'Airfield Camp' fixing bomb damage, and then Palembang POW camp – there he gave his 'NOK' as "... *Daughter, Miss Y.F. Cook, 50 Waverley Terrace, Taybank, Dundee, Scotland...*". The official record is Lt. Norman Cook, RNR, HMS Fuh Wo, died, aged 53 years of age, on 21.10.43 at Palembang (CWGC) and buried in the European Cemetery, Palembang E 3/23 (Palembang POW Camp register) - other sources have grave 4. W.2. He was reinterred after the war in the Jakarta War cemetery in grave 1. F.13.
- **CRAWLEY – Sub- Lt. Cyril Ernest Crawley, RNR.**, who was born on 15.5.1900 and who had enlisted on 14.12.40, he was commissioned as a 'Temporary Sub – Lt' in 1941. He stated on his MI 9 questionnaire that his ship was 'HMS Fuh Wo'. Nothing is known of Cyril Crawley except the information in the Palembang POW Camp Register and on his MI9 Liberation questionnaire which tells us he was captured on Banka Island on 18.2.42. He gave his 'NOK' whilst a POW in Palembang as "... *Mrs. G.L. Crawley, Rollesby, Baldslow Down, St Leonard-on – Sea, Sussex...*". Cyril Crawley became one of the '1st Draft' of men moved from Palembang to Changi POW camp on 26.5.45 so was located there when the war ended. At

the end of the war his address had changed slightly to "... *Calstock, Baldslow, St. Leonard – On – Sea, Sussex...*" presumably simply another house in the road named 'Baldslow Down' north of 'St Leonard – On – Sea'. Cyril Crawley died in 1974.

- **DOWNING – Leading Seaman Frank Howard Downing, D/J 81746, RN (ex – 'HMS Repulse')** was captured on 25.2.42 (possibly with the group including AB Lonergan, RN) but died in Palembang as a POW on 20.12 44 and originally buried there in No. 2 Camp Cemetery, Grave 27 (grave 4.D.8?), later transported and reinterred in grave number 8, Row F, Plot I, in Jakarta War Cemetery. (CWGC) In the record kept by Lt. Bob Arkley (ML 433), who was Palembang Camp Adjutant, Frank Downing's wife was Mrs Downing, 111 James Street, Llanelly, Carmarthenshire.
- FANG – Fang Ho A, Fitter, NAP, MPK (naval-history.net)
- FOH – Foh Chang P, Fireman, 124(NAP), MPK (naval-history.net)
- **FORSTER – ERA Thomas Forster, D/MX49187, RN** appears to have been aboard the 'HMS Fuh Wo' – this is one conclusion to be drawn from his MI9 Liberation questionnaire which provides the date he implies having been shipwrecked at Banka Island and then his brief note of his meeting Major Tebbutt (AIF) along the western coast of Banka Island. Thomas was born on 24.3.17 and enlisted on 29.8.32 so was a career sailor in the Royal Navy – he was serving on 'HMS prince of Wales' when it was sunk off Malaya in December 1941. He related in his MI9 questionnaire that he "... *evaded capture on Banka Island for two days from 16.2.42, met up with Maj. TIBBETS (AIF)* [sic: this was Major Tebbutt who had been a passenger on the 'SS Vyner Brooke and swam ashore after it was bombed and sunk on 14.2.42] *Seaman HOMER [AB Leonard Gordon Homer ex 'HMS Repulse'] and an AC1 Barker [AC J.E Barker, RAF who had escaped after being captured earlier at Muntok and was hiding in the jungle] Obtained some food from natives, who eventually gave them away to JAPS. A Chinaman named Mr Hoo was responsible...all in Muntok with source/service [indecipherable]...". "... at Muntok..." on 25.2.42 Thomas Forster was initially held in Muntok Jail for several weeks before being shipped across the Banka Strait to 'B Camp' Palembang and later Sungei Ron Camp. His NOK in POW camp was noted as his Farther, Mr. Forster 13 Harrow Road, Southsea, Hants and upon repatriation, on his MI9 questionnaire, gave his home address as 187 Milton Road, Portsmouth, Hants.*
- **LINN – AB Ernest Boswell Linn, S/SSX27519, RN.,** 'HMS Sultan' and 'HMS Fuh Wo' born 28.4.20 and enlisted 24.11.38 (indeciph.?) was captured at Muntok on Banka Island on 18.2.42 and became a POW in Palembang POW Camp (MI9 questionnaire). He recorded his home address in the Palembang camp register and on his MI9 questionnaire as 27 Barnhill Lane, Hayes, Middlesex, giving his brother (Mr. Jas Linn) at that address as his NOK. He passed away in 1986.
- **LONERGAN – Able Seaman Ronald Harry Lonergan, D/JX155100, RN.** (Appears to have been ex- 'HMS Repulse') who was recorded by Lt Partridge from the 'HMS Fuh Wo' as being amongst those off the ship after it beached [albeit his name was misspelt because there was no one named Lorigan in either the Palembang POW camp, nor is there any MI9 questionnaire with that name]. To quote from Partridge report" ... *My ship, FUH WO, was beached and blown up on the morning of the 15th of February 1942. Ship's company slept the night in a deserted house belonging to the Chinese owner of the "PARIT 9" Tin Mine. On the morning of the 18th. I was sent into the jungle by the Captain, to look for a place where we could hide up from the Japanese who were organising search parties all over the island. During my absence, the Japanese arrived at "PARIT 9" village and took the ship's Officers and European crew into custody. Upon my return to the village of "PARIT 9" I contacted No. A.B. LORIGAN, R.N. We*

slept in the village that night and on the morning of the 19th proceeded to the North shore about 3 miles distant, where we met a party of Royal Airforce personnel under Flight Sergeant ANDERSON No. 565121 ... I organised this party and billeted all hands in a deserted Chinese hut. On the morning of the 20th, I was walking along the North coast when I met Lieutenant SHAW, NZRNVR, who had just come ashore in a damaged dinghy [Researcher note - see memorial document on 'SS Tandjong Pinang' for this story] ...

On the afternoon of the 21st of February, I proceeded in company with Flight sergeant ANDERSON, No. 565721, to the village of "PARIT 9" for the purposes of obtaining medical supplies, as some of our party had been wounded. Among the wounded was No. 747890 Flight sergeant BAXTER. Upon arrival at the village, we were attacked by some 12 Chinese bandits. Who beat us to the ground with thick (kandai) sticks. We were then robbed of all our monies and the valuables in our possession, afterwards we were bound hand and foot and tied to posts, where we remained for the whole of one night; the next day, in company with A.B. LORIGAN, we were marched to MUNTOK and handed over to the Japanese authorities. In this connection, I would like to mention A.B. LORIGAN. Finding that I did not return to our camp, on the evening of the 21st, LORIGAN proceeded alone to the village of "PARIT 9" to look for me, he in turn being captured by the Chinese bandits and subsequently we were handed over to the Japanese...". Ronald Lonergan was captured on Banka Island on 25.2.42, taken to Muntok and by 3 April had been shipped across the Banka Strait to 'B' Camp in Palembang - this was followed by three other POW camps around Palembang during the remainder of the war. The Palembang POW camp register recorded his 'NOK' as "...Mr. Hellewell, 39 Green Lane, New Malden, Surrey..." and this was the address he wrote on his MI9 questionnaire.

- **PARTRIDGE – Sub – Lt. Edward Le Greshey Partridge, MRNVR**, Assistant Planter, Segamat Estate, Johore [1935 Directory] then Bahau Estate, Malacca. Sub-Lt MRNVR HMS Fuh Wo.: ship beached and blown up 15.2.42 Bangka Island. Died in captivity 5.9.45 Sungei Geron Camp, Palembang. Grave at Jakarta (MM). Sub. Lt Partridge MRNVR was on the 'Fuh Wo' when it reached Banka Island where on the northern coast, he came across Lt. Basil Shaw (Captain of the 'SS Tandjong Pinang') on 20 February. Partridge was at the time with Flight Sgt. Anderson, RAF, [presumably Flt Sgt. Patrick Anderson, #565721, 62 Sqdn., RAF from Reading Berkshire, who was captured 22.2.42 and became a POW in Palembang] and later that day whilst they were foraging on the Island were captured and beaten by Chinese who later handed them over to the Japanese. CWGC records for the Jakarta War Cemetery show Edward Le Greshey Partridge, died 5.9.45 in Palembang and was buried in grave I.D.2 at Palembang Cemetery. After the War he was reinterred in Jakarta War Cemetery in grave 3. F.6. Edward was the son of Eli and Donna Partridge of La Rocque, Jersey, Channel Islands. Sadly, his father Eli Partridge had died in April 1943 whilst Jersey was under German Occupation (it was Occupied from June 1940 until the end of the War) and simultaneously Edward was suffering the malnutrition, disease and hardship of Palembang POW camp. Tragically, Edward died several weeks after the Japanese Surrender which was on 24 August 1945 and after the formal signing of the Surrender on 2 September 1945 - the first Allied military appearance in Palembang (by Major Jacobs) was not until 4 September 1945.
- **ROBSON – Lt. (E) John Robson, RNR**. 'HMS Fuh Wo' was an officer on the ships. He was born on 5.12.1886 so, at 56 years of age, was one of the older men serving in Singapore and Malaya. He had enlisted on 1.8.41 so must have been very promptly sent to Singapore once he was commissioned. His MI9 questionnaire records he was captured on Banka Island on 19.2.42, then after briefly being a POW in Muntok, he must have been sent to Palembang a

couple of weeks later before he became one of 25 Navy personnel forming part of the 'Japan Draft' on 17.7.42 from Palembang to Japanese POW camps (via Changi POW camp). In the Palembang POW camp register his 'NOK' was recorded as "... 'Wife', Mrs. J. Robson, 1 Seal Street [sic this must have mean 'Steel Street'], Gourock, Scotland..." – on his MI9 questionnaire his address was "... 1 Steel St, Gourock, Scotland...".

- SHAW - Lt. Basil Shaw, RNZNVR, is incorrectly recorded by the CWGC and other sources as having lost his life on the 'HMS Fuh Wo'. He had been on this ship in the months leading up to the evacuation of Singapore but at some point, in the days of February 1942 he was transferred to the small coastal ship 'SS Tandjong Pinang' which was attacked and sunk after rescuing some 180 - 200 women, children and injured men from uninhabited Pom Pong Island. Basil Shaw made it to Banka Island in a small rowboat with two crew members but was murdered by Japanese soldiers near Muntok lighthouse several days after meeting Lt Edward Partridge, with whom he had presumably served on the 'Fuh Wo' only weeks earlier.
- SING – Sing Yuen Ten, 2nd Engine Driver, NAP, MPK (naval-history.net)
- SUNG – Sung Ying S, Fitter, NAP, MPK (naval-history.net)
- THOMAS – Able Seaman William Thomas, P/JX 193356, 'HMS Fuh Wo', RN., was born on 17.1.20 and enlisted in May 1940. He was serving on 'HMS Fuh Wo' when it escaped Singapore and was beached on Banka Island on 15 February 1942 – at odds with other crew he recorded on his MI9 questionnaire that he was captured on 15.2.42 which was the day the ship was beached. This may have been a misunderstanding on completing the form because he recorded his start in the 'Airport Camp' at Muntok as 25.2.42, which then coincides with the capture date of several others off 'HMS Fuh Wo'. In Palembang POW camps, Chungwha and Sungei Ron, (and on his MI9) he recorded his NOK as "... 'Father', Mr. Thomas, 224 Birmingham Road, Oldbury, Worcestershire...".
- TSOONG – Tsoong Tang L, Water tender, NAP, MPK (naval-history.net)
- WILLIAMS -Sub- Lt. John Etna Williams, RNR., 'HMS Fuh Wo' was another of the serving officers on the ship. He was born on 23.10.1906 in a small Welsh port town and had been one of three brothers who had gone to sea and in his case achieved the rank of ship's Captain during his merchant career (book 'Sailors of Kilie' by Jon Merion Jones). He enlisted on 1.6.40. Captured on 18.2.42 according to his MI9 questionnaire he was held as POW at Muntok until 1.3.42 and then sent to Palembang, before finally being part of the group sent to Changi POW camp on 25.5.45. In Palembang his 'NOK' was recorded as "... 'Wife', Mrs. J. Williams, Fron Heulog Plwmp, Llandyssulm, South Wales...", the address recorded on his MI9 was similar being "... Fronheulog Synod Inn, Llandyssul, South Wales...". During the war the 'Merthyr Express' newspaper in Wales on 15.7.44 wrote that John Williams' sister Miss Mary Williams, headmistress of Corn Coed Infant School, received a card from her brother who had been a POW. The book 'Sailors of Kilie' also mentioned that John Williams was a 'poet' but lost his poetry books when captured by the Japanese and thereafter "... lost his interest in things...".
- YUEN – Yuen Ling S, Number two fireman, NAP, MPK (naval-history.net)
- YUN – Yun Chien T, Chief steward, NAP, MPK (naval-history.net)