

APPENDIX THREE

New Zealanders deaths - 'Killed in Action', during the Evacuation of Singapore , or died as POWs or Internees - in the region of Singapore, Malaya, Dutch East Indies, and Burma/Thailand

[Version 1.0.0; February 2024]

- **BALE** – Stoker Petty Officer Arthur Bale, #780, RNZN. Was the driver for Rear Admiral Spooner in Singapore at the time of the evacuation. Spooner invited Bale to join him on HMML 310 in the evacuation. After the vessel was beached on Tjebia Island. Arthur Bale died aged 37 years on 31 March 1942. Post war his remains were disinterred and relocated in Kranji War Cemetery, Singapore, Grave 31. D.1-17. His parents were Robert and Emma Bale (nee Humphries) of Cootamundra, NSW, Australia.
- **BALL** – [Died in the sinking of the 'SS Tanjong Pinang'] - Mrs. Dorothy Ball, VAD on duty at an emergency hospital in Singapore. Known to have been on 'SS Kuala' which was bombed and sunk...possibly lost in this bombing, but nothing definitely known (letter from her sister Mrs. L. S. Davis, Auckland, NZ to the NZ missing and POW agency Nov. 1947) from this letter it was learned that Mrs. Ball was also the sister of Mrs. Lucy Penseler who also lost her life in the sinking of the "TP"; Mrs. D. Ball, VAD, Singapore boarded "TP" (ALFSEA); also Dorothy Ball was originally from New Zealand and the sister-in-law of Mrs. Thea McIntyre - see below (source Jamie Norriss and Bev Norriss , the latter is the granddaughter of Thea McIntyre's husband Hugh McIntyre) **Nurse Dorothy Kirker Ball**, aged 36 years, Chatsworth Military Hospital, Singapore. Of Bukit Koman, Selangor, FMS., Wife of Frank Ball – died on 17.2.42 on "TP" (C255) and (CWGC) and **also, her husband was possibly on the "SS Kuala" as well,**
- **BEST** – [Died in the sinking of the 'SS Ban Ho Guan'] From information received in Changi POW camp during the War Captain David Nelson believed Chief Surveyor Mr. C. C. Best had boarded the "BHG" (p.225 TSOC); explicitly from the POW diary of Captain David Nelson, SSVF, who was in charge of the Bureau Of Record and Enquiry in Changi " 27 July 1942 – Pat and Eddie were most probably not on her [the 'Rooseboom'] (they sailed at midnight on 27th on the Heap Eng Mo 'SS. Ban Ho Guan' ... " ; also in the list created in Changi on 18 sheets of 'Jeyes' toilet paper there is "... Best C C Surveys left 15/2 NEI? ..." (BPPL); researcher Jonathan Moffatt has summarized the life of Charles Best as "... BEST C.C. [Charles Cairn] 'Pat', MC., born 1894. Educated Auckland Grammar School & Auckland University. Worked in Govt. Survey Dept. NZ 1914 and 1920-1923. WW1 Service in NZ Military Forces 1915-1919. To Malaya 1923 as Surveyor-on-Agreement, Revenue Surveys, Selangor. By 1940 Chief Surveyor, Malacca. Wife Cicely [Jean?] evacuated; also see reference to "Pat' as being in the same group leaving on an unknown ship with Clarke - Walker, Husband and Goss above (letter from Geoffrey Walker to Mrs. David Nelson 16.3.42); Acting Sub-Lt SS RNVR. Pte. Malacca LDC. Left Singapore with 4 others on David Nelson's yacht Awan. Lost at sea on 28. 2.42 on the 'Ban Ho Guan'. Daughter Patricia .(JM); in more detail using newspaper archives and other sources we can learn that 2nd Lt. **Charles Cairn Best** , #12115, 3rd Reinforcements to the 3rd Battalion , G Company , NZEF was born on 26 January 1894 and his father Charles Best lived at Riversdale Road, Avondale, Auckland (Auckland Grammar School and Auckland Museum Nominal Roll); he gained an Education Board Scholarship of 10 pounds per annum (these were given to academically able boys who lived outside the AGS zone to help with fees, transport, boarding etc.) and he was in the top class in each of the three years he was at school before his father possibly died in 1911 (1908 3A

and parent initials CM; 1909 4A and parent initials CMB; 1910 5A and parent initial CF); he presumably worked and towards becoming a Surveyor after leaving school; in 1918 he is in the Gazette as being a member of the Rifle Brigade in the New Zealand forces [this was presumably for his receiving the Military Cross] (London Gazette 3.6.18); in 1923 he was appointed Surveyor , Survey Dept., FMS (interestingly with the same Mr. P. H. Goss who was with him again almost twenty years later on the ill-fated “Ban Ho Guan”), and in 1928 Charles was seconded to Kedah as a Surveyor (ST. 24.7.28). By 1932 Captain Best, as Assistant Superintendent of Surveys, Sungei Patani, went on 8 months leave to Australia. He must have married his wife Jean (nee Jean Dudley Wilkie McBride, b. 1902, d. 1996, also from Auckland) at around this time for by 1931 Mrs. Best and baby daughter Patricia were on leave back in Auckland New Zealand, including holidaying on Waiheke Island, until 1933 (Auckland Star 11.12.31 and 30.10.33); Soon after he returned he was seconded to Johore where it looks like he spent most of the remainder of his career. In 1934, he was commissioned as an Actg. Sub - Lt in the SSRNVR (Penang), which was confirmed again in 1937. Mrs. Best and Patricia were back in Auckland again on leave for two years during 1934-36 spending the summer months again on the holiday island of Waiheke (Auckland Star 21.12.35 and 7.8.36); Charles Best was clearly a good sailor, in fact according to his good friend David Nelson (this is a recollection of David’s son Mason Nelson) recalled him as an ‘excellent’ sailor and the two of them spent quite some time cruising the sea around Singapore and the islands of the Rhio Archipelago in 1938/39 charting new harbours and Bays that were later used in Admiralty Charts. During the 1930’s Charles Best won frequently in ‘C’ Class keeler yacht races in his yacht “Breeze” (SFPMA 23.12.35, 3.2.36) and in 1936 went on leave again to Australia with Mrs. Best (ST 7.11.36). Mrs. Best was clearly an avid golfer - appearing frequently in local newspapers from her return from New Zealand in late 1936 - when she competed in golf tournaments around Malacca, Johore and Singapore with social involvement at the Malacca Club plays and with other women in Malacca passing St John’s First Aid courses in 1939 (SFPMA 21.3.39).; Mrs. Best and Patricia were evacuated prior to the Fall of Singapore (JM); ‘Pat’ Charles Best left Singapore on David Nelson’s yacht “Awan” (it means ‘cloud’) with Messrs. Clark-Walker, Husband, Goss and Geoffrey Edwards (the latter took a ship to Ceylon and India from Padang as opposed to the other New Zealanders and Australian heading to Australia) – at the last minute David Nelson felt he could not leave Singapore without specific orders from his superior officer and as a consequence he was a POW in Changi; after the war the estate of Charles Cairn Best was publicly ‘Notified’ by solicitors in Singapore with him being “ ... presumed to have died on or after 28.2.42 ...” and the estate granted to Mrs. Alice Myrtle Goode (ST. 17.12.48); his daughter Patricia Mary Best was briefly engaged to Lord St Leven but married after the war to Mr. (Peter) Andrew Rollo and she died in 1985.

- **BOOTSMA – Ordinary Seaman (Radar) Joseph Bootsma, RNZN, #2632**, aged 28 years died on 4 March 1942 in the sinking of ‘HMS Anking’ 250 miles south of Java.
- **BRIDGE – Ordinary Seaman Wilfred Bridge, RNZN, #2970**, aged 18 years died on or about 16 February 1942. Attached to ‘HMS Sultan’
- **BURNS – [Died on a train being transported between Burma Railway POW camps] - Alexander Burns** from NZ, eldest son of Mrs J.W. Burns of 32 Boundary Road/Clarence Street, Hamilton. Born in 1903i in Renfrew, Scotland? Educated Hamilton high School where he was in the First Fifteen (c.1929) and then Otago University where he obtained a Rugby Blue. Engineer, Rahman Hydraulic Tin Ltd, Intan, Upper Perak [1935 Directory]. Mining Engineer, Raub Gold Mining Company, Pahang [1941]. Sgt 13464, 4th. FMSVF and a POW Singapore to Thailand with F Force. Mother in NZ. Died in captivity 1.9.43 [30] of Beri Beri on a train 80 km up the Burma Railway. Grave at Thanbyuzayat.
- **BURT – [Died in Muntok Internment camp, Banka Island] - G. [Gordon] Burt**, OBE 1942 b.1899 Dunedin NZ. Apprenticed to family firm A. & T. Burt Limited. Travelled to UK 1923 to

work for Metropolitan Vickers & study at Liverpool University. Chief Engineer in Worsley's 1925 Polar Expedition. Worked in Wellington then returned to UK. To Singapore from APC London 1937. Lubrication Engineer: Assistant, Asiatic Petroleum Company, Shell House, Collyer Quay, Singapore. Formerly L/Cpl to Sgt 1SSVF Armoured Cars. Wife Maud & daughter Jocelyn [b.1940 Singapore] evacuated on the Gorgon, arriving Fremantle WA 20.2.42 then to UK. Assigned onto role of Chief Engineer 'SS Siang Wo' in February 1942 which was run onto the beach at Banka Island during the evacuation of Singapore and became a Muntok and then Palembang, Sumatra internee. Died in captivity 28.1.45, aged 46 years, Muntok Internment camp. Maud & Jocelyn to New Zealand 1947. Gordon's captivity diary held by National Library of Australia NLA MS9038.

- **CLARKE - "... Lieutenant Anthony Ruthven Clarke, RNZNVR, died 28.2.42, aged 35 years, the son of Berkeley and K. Clarke of Southampton, England; husband of Rita Clarke of Napier, New Zealand. Also remembered on the Devonport (NZ) Naval memorial, Panel 7..."** (CWGC). Lt Anthony 'Tony' Ruthven Clarke was from Wellington, New Zealand and was raised by a father, Berkeley Clarke, who was an experienced, serious blue water sailor and Commodore of the premier yacht club in that city, The Royal Port Nicholson Yacht Club. Tony must have gained a lot of deep water experience himself with boats because in 1937, aged 30 years, 'Tony' Clarke made several delivery voyages along the challenging east coast of the North Island of New Zealand with yachts ('Argo' 31 feet and 'Marangi' 40 feet) for new owners in Auckland and Wellington and the following year he delivered the 45-foot motor cruiser 'Strathmore' from Auckland To Wellington. He also participated in a 'trans – Tasman' ocean race between Australia and New Zealand. In 1937 Tony married Rita Herbert from Woodville (Rita died in 1989 aged 80 years of age) – clearly Tony, by that time, was interested in some future involvement with the navy because there is a newspaper report of "...Mrs Tony Clarke winning the Mahjong competition prize at a Navy League function in Auckland..." ('New Zealand Herald' – NZH - 1.4.38). That year Tony was also establishing himself in the boating business in Auckland, because there is an advertisement in the NZH (28.10.38) by a company named 'Stacey & Wass, 305 Dilworth Buildings, Auckland' announcing the opening of a Marine Department under the charge of "... A.R. 'Tony' Clarke, well known as a deep water yachtsman... he sailed the 'Rangi' to Sydney and back and skippered 'Lady Edna', 'Argo' and 'Marangi' to Wellington ...". Then in 1939 there is a newspaper report of the birth of a daughter to Mr & Mrs A.R. Clarke, at St Ann's Maternity Hospital, Khyber Pass, Auckland (New Zealand Herald' 1.8.39). In the last years before the War, he was" ... a member of the crew of the keeler yacht 'Astral' owned by Temporary Lieutenant T.E. 'Bill' Mellor ... "(Evening Post 18.4.42) – Bill Mellor was later also reported missing (but Bill survived the War) in 1942 at the same time as Tony Clarke. Tony Clarke had signed up as part of the 'Yachtsmen Scheme' with the RNZNVR and went to serve in Malayan waters ('Evening Post' 18.4.42) and as a result, in the months leading up to and after the Japanese invasion of Malaya, was serving as 'Bill' Mellors 'No.2' on the auxiliary vessel 'HMS Hung Jao'. The newspaper 'The Evening Post' in Wellington, New Zealand on 18.4.42 recorded that 'Tony Clarke' was 'Missing' and had been Number 2 on a vessel commanded by a fellow RNZNVR officer, Lt T.E. Mellor – this was the 'Hung Jao'. Official records on the death of Tony Clarke tend to link him with the 'Hung Jao', but that vessel when it did escape Singapore under Bill Mellor's command headed for the Indragiri river on the west coast of Sumatra, reached there safely after what is said to have been several weeks of being employed collecting survivors of shipwrecks amongst the Rhio Archipelago islands (including Singkep) - it was then "... scuttled by its own crew on 9.3.42 owing to engine failure..." in the face of advancing Japanese and without loss of life; since its 17 Army Officer passengers reached Padang ('The Story of Changi' Captain David Nelson). Lt Clarke then appears as almost certainly the person mentioned in an intriguing story as a survivor from the 'HMS Dragonfly', being mentioned by Captain Robert Lyle, 15th Indian Infantry (also a passenger on 'HMS Dragonfly')

who recorded in an official statement that after being shipwrecked and reaching uninhabited Pulau Posik, “... the following morning a Sub-Lieut., whose name I believe was Clarke, New Zealander, arrived walking along the beach with 8 others. They had been on the second float and had got ashore a little further up the coast...” He later records him as “... Sub-Lieut. Clarke, RNR (Last seen Dabok) ...”. By virtue of his surname, since there was only one man with the surname Clarke in the RNZNVR who went missing, this must have been Lieut **Anthony Ruthven Clarke, RNZNVR**, who as previously stated, official sources record as being on the ‘SS Hung Jao’ [which he had been prior to the evacuation]. So, from the report of Captain Robert Lyle, ‘Tony’ Clarke was not serving on the ‘Hung Jao’ under his friend Bill Mellor (the newspaper in NZ ‘The Evening Post’ recorded on 18.4.42 that Tony Clarke was No. 2 on the vessel ‘Hung Jao’ commanded by Lt. T.E. Mellor; some other sources say Lt. O.R.T. Henman, MRNVR was in command of ‘Hung Jao’ at that stage) at the time of his escape from Singapore – it appears he had, for whatever reason, switched to the ‘HMS Dragonfly. Perhaps he thought it a better option going to Batavia and hopefully Australia on a vessel that was more of a warship, than to Sumatra on the ‘Hun Jao’? They were chaotic and unrecorded days and men were changing plans all the time to survive and serve most effectively. Later there are notes on Navy records to the effect that Tony Clarke died (presumably the date he was last seen) on 28.2.42, after becoming “... missing after escaping from Muntok POW camp...”. So, it seems that Tony Clarke was recorded as ‘Missing’ after escaping from the Muntok POW camp on Banka Island on 28 February - the source and interpretation of the date of ‘28 February’ has yet to be clarified by this researcher. Muntok on Banka Island is a very long way south from Pulau Posik and Tony must have made his way, possibly with others, firstly to Dabo on Singkep island and then somehow to Banka Island. On Banka Island there is the reference to Tony Clarke – as Lt. A.R. Clarke, RNZNVR, escaping from the ‘Gymnasium camp’ in Muntok on the night of 21 February 1942 in company with Acting Commander Robert George Fenton – Livingstone, RN (Fenton-Livingstone had been head of Drafting and Supplies at Singapore shore base ‘HMS Sultan’) at approximately midnight. The source of this information is the MI9 Liberation questionnaire of Lt David Fiennes – Wykenham, MRNVR who had escaped Singapore on the launch ‘Rosemary’ and been captured at Banka Island – Fiennes made his own escape (with Commander H.B.F. Moorhead, RN) from the same POW camp six hours before Tony Clarke but was recaptured with Moorhead on Banka Island on 28 February. The date of death as 28 February 1942 is therefore unexplained. [Researcher Note: Perhaps the full details on Lt Clarke's escape and death are contained in the file in the UK National Archives “...ADM 358/580, Actg. Cdr. R.G. Fenton-Livingstone, RN., and Tpy. Lt. A.R. Clarke, RNZNVR, missing after escaping from a prisoner of war camp”, 1946 Jan-Dec, Former ref. CW(C) 164/42, opened 17.8.12...”.] Final note to this sad story – in 1943 the New Zealand papers published the winners of the ‘Art Union’ national lottery/raffle – winner of the Second Prize and Pounds 500 was Mrs. A.R. Clarke, Waihi.

- **CLARK – John William ‘Jack’ Clark, FMSVF.**
- **CLARK - WALKER – [Died on ‘SS Ban Ho Guan’] - Alexander McGregor Clark- Walker**, born 1901 in Whangarei, Northland, New Zealand. To Malaya in 1928 as Surveyor-on Agreement, FMS, NS., then Senior Surveyor, Perak Survey Dept., finally Deputy Chief Surveyor. Just prior to the fall of Singapore he left Singapore with four others on Capt. David Nelson’s yacht “Awan”; must have then boarded the “Giang Bee” and reached firstly Ayer – Molek camp and then Padang. Boarded the “BHG” (Moffatt); New Zealand newspaper records show insofar as his early life in New Zealand (records in ‘Papers Past’ archives) as playing rugby for Whangarei v. Returned Soldiers (27.8.17), playing cricket for Whangarei (5.11.18), at a meeting to form the Old High School Pupils Association “ (5.12.19) and again playing rugby for OHSPA Whangarei (16.6.25); almost as soon as he arrived in Malaya Alexander Clark-Walker became very actively involved in yacht racing initially sailing at Port Dickson on ‘Wattle’(SFPMA 19.7.29), then in 1930 sailing ‘Betsy’ he won the Visitors Cup at the Royal Singapore yacht Club (14.3.30) , by 1933 he was sailing for the newly formed Johore Yacht

Club and in a yacht named 'Punai' he came third in the teams race against the RSYC sailing in the Johore Straits. In 1936 he is still sailing and representing Johore Yacht Club in a 14 footer named "Lulu" he came second in the Dato Mentri Cup (18.8.36); as a professional Surveyor in 1932 Alexander moved to Johore as a Surveyor and in 1936 he was appointed a Settlement Officer in Johore; in 1937 he is shown as leaving Singapore on the 'Antenor' (ST 6.8.37) on leave – with his wife Jessie [nee Ireland, according to 'Trove' and an 'In memoriam' notice she lodged with "The Western Australian" on 30.1.37 which is from herself and " son- law- Alex Walker – Clark" . She was born at Leicester, England on 23.01.02 and married Alexander Clark-Walker at St. Andrews Cathedral, Singapore on 21.11.34,[she died at Perth, WA on 19.2.92]; Jessie Clark – Walker and her son Desmond [born Taiping 21.6.38] were evacuated on the 'Centaur' from Singapore on 31.12.41 – in 1943 Captain Nakagawa sank that same 'Centaur' off the coast of Australia , although his role in the sinking was not disclosed by Japanese authorities until several decades after the war; during the war Alexander joined the Observer Corps in Singapore and by the time that author S.E. Field in his book "Singapore Tragedy" pp.196-197 (1944 edition) arrived in Singapore and also joined in mid-January 1942 Clark-Walker was the organizer of the Observer corps on the fourth floor of the Fullerton Building at which point he describes Alexander Clark – Walker as " ... humorous, competent, likeable . His job, hard enough now, was to become increasingly difficult..." ; insofar as his escape from Singapore Alexander is recorded in the Changi 'Jeyes' toilet paper records as "...WALKER A N MCG CLARK SURVEYS LEFT 15 / 2 INT PADANG..." (BPPL) however there is no record of him as an internee in Padang or Bankinang internment camps ; Captain David Nelson, SSVF, also a Surveyor of New Zealand origin, a friend and the person responsible for the Bureau of Record and Enquiry in Changi POW camp, believed that Deputy Chief Surveyor, Clark-Walker had boarded the BHG (p.225 TSOC); also see reference to group including "Clarke-Walker' in entry for Husband above (letter from Geoffrey Edwards to Mrs. David Nelson 16.3.42); there is no CWGC record.

- **COOK-WILKIE D.J.T. [Donald John Talbot]** from NZ. Pte 13453 FMSVF Armoured Cars POW in Singapore to Thailand. Died in captivity 9.12.43 [aged 23] Thailand. (Details on NZ War Graves Project website under Wilkie).
- **CRAIG – [Died on 'SS Tandjong Pinang']** - Miss Craig, "boarded "TP" (STF); also, Miss Craig (youngest) seen on Pom Pong Island (CAS); Miss Craig, " ...sister of Dr. Craig MEO, Education Dept, Singapore..." – listed as on "TP" (JPB), **who must be the same person as, Miss Agnes Beatrice Craig**, B.A. /LLB. Aged 37 years [must be an error on her age], (from New Zealand with British nationality), b.1905. Daughter of Dr. George Craig of Sydney, Australia – died on "Tanjong Penang" (sic) (C1042) and (CWGC); **also Dr. Agnes Craig** – from NZ, Lady Medical Officer, Women's Hospital, Kuala Pilah, NS. (MVG); must also be "Nessie" Thompson, sister of Dr. Florence Craig and Dr. Tessie Thompson (see below for both); **Miss Agnes Beatrice Craig** had graduated BA from Victoria University of Wellington, New Zealand in 1926 and then in 1939 she graduated from the same university with an LLB (List of New Zealand University Graduates 1870-1960) ; the three sisters on board the "SS. Kuala" Agnes Craig, Florence Craig and Teresa Craig (who became Tessie Thompson) were the daughters of D. George Craig and Mrs. Teresa Q. Craig of 43 Hopetown Avenue, Vaucluse, Sydney. Dr. George Craig had retired from the position of Controller of Customs in New Zealand in 1935 and moved to live in Sydney (Sydney Morning Herald 2/7/47) He had joined the customs service in 1891 aged 18 years of age and by the time he received confirmation in 1945/46 of the loss of all his three daughters he was in his mid-seventies – he died in 1947 having never recovered from the shock of losing all his daughters.
- **CRAIG – [Died on Pulau Senejang after the sinking of the 'SS Kuala']** " ... Dr. Craig was on a stretcher, helpless with face blasted and paralyzed. Sitting beside her the whole time was Mrs. Dr. Morris and Miss. Dr. Lyon and about ten other nurses..." (JFW); "...I came to lying on a sack on the beach of a small island, Pulu Medan, ...lying alongside was a lady doctor, gravely

wounded poor soul, by blast....next evening we went to Senayang [sic] ...the sorely wounded lady doctor (I think her name was Miss Craik) died after intense suffering most bravely borne...this poor lady lies at rest in a pathetically lonely grave on one of the small islands of the Rhio Archipelago..." (H. Scobie Nicholson diary IWM) ; another "Kuala" survivor, Dr Chen Su Lan, met Dr Craig in her severely injured state on Senejang island prior to her death " ... met at Redjai ...a middle aged Englishwoman (Dr. Crowe??) ... she was bleeding from the nose, lungs, bowels and bladder and was unconscious. She died and was buried on an island across the channel, Pulau Sebangka near it southern tip ..." (CSL); Dr. (Miss) died at Dabo (STF); **also** "...one Dr. died on an island later" (IWML); also "...Dr. Craig died on Senejang after rescue from Pom Pong Island (IWM-S); also Dr. (Miss) Craig died Sinkiep[sic] (CAS); Dr. Florence Eileen Craig – from NZ, Lady Medical Doctor, Taiping. Sister of Dr. Tessie Thompson and Ms. Nessie Craig – died of wounds on Senejang Island 17.2.42 (MVG); also "... of the 75 to 100 persons accommodated at Senejang, about 75 percent were wounded. On 17.2.42 Miss F. Craig (Dr.) died of Tummy Blast. I believe she was a New Zealander and had two sisters nursing in Malaya..." (I. G. Salmond report at PRO); Dr. Craig, Edu. Dep't., died 17.2.42 buried Senejang (ALFSEA); **Dr. Florence Aileen Craig** had (with her sister Teresa Craig) had graduated as Doctor of Medicine from Otago University Medical School in Dunedin, New Zealand as M.B and ChB in 1932 (list of New Zealand University Graduates from 1870-1960); **Dr Florence Aileen Craig**, M.B, ChB., DPH, DTM., aged 36 years of age , Lady Medical Officer, Taiping, daughter of Dr. George Craig and Mrs. Craig of Vauclose, NSW, Australia, injured on "SS. Kuala" and died on 17.4.42 on Senajang island (CWGC); after the war, in 1947, the Medical Department in Kuala Lumpur announced that 56 employees of the Malayan medical and Nursing Services had lost their lives as a result of enemy action (ST. 2.6.47) and the name of Dr. F.A. Craig, Medical Officer is listed amongst those who lost their lives as a result of attacks on evacuation ships.

- **DAVIS - [Died as POW in Brunei] -W.R. [William Robert] 'Bill' Davis**, graduated with B.Sc. (Geology) Otago Uni 1937, B.Eng. (Mining) Otago Uni. 1938). NZ Assistant Mining Engineer, Pahang Consolidated Ltd, S. Lembing, Kedah. Cpl 7842, **4th. FMSVF** POW Singapore to Borneo with E Force. Died in captivity 1.4.45 Brunei of Beri Beri and malaria.
- **DERBIDGE – Lt Edgar Derbidge, RNZNVR, #29363**, aged 31 years of Havelock, Marlborough. Son of Herbert Samuel and Ethel Emily Derbidge. Husband of Joan Fey Derbidge (died 29.12.2001) aged 94 of Fendalton, Christchurch. Lt Derbidge survived the sinking of the 'HMS Li Wo' and reached a raft with other – perhaps also boarding a launch or cutter – which took he and others to Banka Island. They were reportedly attacked by Chinese bandits or looters and he was shot in the stomach , reached Muntok and placed in the POW camp there where he died of his wounds on 3 March 1942 There does not appear to be any known grave for Lt Derbidge in Muntok and he does not appear to have been disinterred with others and reinterred either in Kranji Cemetery or in Jakarta.as serving on 'HMS Li Wo' when it was sunk. Reported to have been shot by Chinese bandits on Banka Island and died of wounds 3 March 1942.
- **ENRIGHT – [Died in Muntok Internment Camp, Banka Island]- Michael Francis Enright** was born in 1880 in the Arrow District (Queenstown / Lake Whakatipu,) New Zealand to Daniel and Mary Enright. He went to Malaya around 1903 - 1908 as initially as a gold dredging engineer on Singapore Island. Chief Motor Mechanic RNVR WW1. To Bankstown NSW Australia. Later a Mining Engineer, Anglo- Oriental and was with the London Tin Company in 1942 as the Japanese invaded. His wife evacuated to NSW, Australia. Presumably, he was on one of the small evacuation ships sunk or captured in February 1942, since he was initially an internee in Muntok on Banka Island. He was later was moved as an internee to Palembang, **Sumatra**, but died in captivity 30.6.45 after the return to Muntok Internment camp, Banka Island. There is no CWGC record of his death.

- **FARR – Stoker 1st Class Alan Farr, RNZN, #2041**, most likely killed on 13 February 1942 aged 21 years on ‘HMS Scorpion’ in the Berhala Straits.
- **FINLAY – [Died in Burma railway POW camp] - Frank Noble Finlay**, born in India 1904 to New Zealand missionary parents who returned to NZ with him when he was 18 months old. his father died in 1915 leaving his mother to raise a family of boys. He appears to have lived in Dunedin. During the 1920s and 1930s he had several convictions and prison terms for indecent assault of little girls finally being released in 1935. In 1938 he is recorded as arriving in Singapore from Australia on the ‘Nieuw Holland’. He was employed as Assistant, Planters Stores & Agency Co. Ltd Kula Lumpur. He enlisted – it was compulsory – in the Malayan Volunteer Forces and achieved Cpl #13189 2nd Selangor Battalion, FMSVF POW Singapore to Thailand, No. 4 camp. He died in captivity 22.7.43 of cholera and is buried in Kanchanaburi cemetery
- **GAMBLE – J.M. Gamble, Cable & Wireless Ltd., “believed missing or died on ship” (COR)**; John Gamble died in the sinking of the evacuation ship ‘SS Redang’ on 13.2.42; Mr. **John Marshall Gamble**, born 3.1.1899. From New Zealand. To Batavia 1939. Engineer, Cable & Wireless. Wife Gwendoline (JMM); his father was W.N. Gamble and they lived in Westbourne Road, Remuera, Auckland (later in St Marks Road, Remuera) he was clearly bright student for he achieved as ‘No. 91 with 1068 marks’, a “Certificate of Proficiency with the privilege of free tuition at a secondary school” in 1915 and attended Auckland Grammar School (The New Zealand Herald 2.2.15); whilst at the prestigious Auckland Grammar he was in the top ‘A’ stream in his 3rd/4th and 5th form years; the SFPMA newspaper of the pre-war period report on 27.5.18 (28?) “... to Mr & Mrs. John Gamble a daughter, Bukit Pajang Estate, ‘Jeanne’ ...” and this is also in the Australian ‘Trove’ archives (30.6.28), indicating that John Gamble or his wife came from or spent some time in Australia; in 1929 John Marshall Gamble had been commissioned as a 2nd Lt in the SSVF (SFPMA 20.4.29) but he could have relinquished this commission because of age or his ‘restricted’ status as an engineer with essential skills by the time the Japanese invaded in 1941; in 1947 there was a notice published for his Deceased Estate (ST. 17.9.47); there is no CWGC record of his death.
- **GERARD – [Died on the ‘SS Tandjong Pinang’] -Lt. Eric ‘Stephen’ Gerard**, RNZNVR and Sub. Lt MRNVR, was born on 4th November 1908 making him aged 34 years at the time of his death. He was from New Zealand and a journalist in civilian life. Stephen Gerard was the son of George and Freda Marie Gerard of Christchurch (George died on 26.8.48 and is buried in Waimariri cemetery, Burnside, Christchurch and Freda had died on 30.9.31). Stephen had attended Christ’s College in Christchurch, then Canterbury College (now Canterbury University) and at age 17 gained a place at Oxford University in England. Apparently he “ *...He had a year or so at Brazenove and come down without a degree but with a Grave blazer to mark his having fought for England at an international fencing meeting at Aix ...Gerard looked like a duellist, hard and raffish ...*” (‘Memoir’ by school contemporary Stuart Perry in the book “Strait of Adventure” edition publ. 1952) .In fact during his final year (1931) at Oxford Stephen received the sad news that his mother was dying and, before being able to graduate, had to leave to return to New Zealand by ship – in character with his adventurous approach to life, he found a passage on a rather rough ship and crew which he later described to his family as akin to a pirate ship. In 1930 he had become engaged to Miss Ursula Charnock – Smith in London but the engagement was broken off. The following year (1931) he joined a French fishing boat (possibly the ‘piratical ship’ he mentioned to his family) and worked on a voyage in the Bay of Biscay which he wrote about to New Zealand newspapers – this was the year his mother passed away. In 1932, after returning to New Zealand, he purchased a 66 foot (42 ton) wooden ketch named ‘Water Lily’ which had been built in 1865 for trading around New Zealand and with six other ex-pupils from

Christ's College, he sailed it from Bluff to Lyttleton, then Wellington and on to Auckland. The objective was to sail to Tonga and then onwards to places afar (New Zealand Herald 19.4.32). The venture turned to disaster when the small ship lost its mast in the Gilbert & Ellice Islands in Pacific and sank – leaving Stephen with the clothes he was wearing and not much more. The following year he made it back to New Zealand. In 1935 he married Miss Valerie Maud Denniston (born c. 1911). In 1936 he was reported giving an exhibition of the epee at a fencing competition between “*the Navy and Wellington*” in Wellington. In 1938 he wrote and published ‘Strait of Adventure’, a very well written book about the wild Cook Strait between the North and South Islands of New Zealand including its waters, shores and history. Stephen was a journalist during this time for ‘The Dominion’ in Wellington - and possibly the ‘Evening Post’ newspaper. It must have been a foregone conclusion that Stephen would join the Navy on the declaration of war – which he did on 29 April 1941 at ‘HMS Philomel’ (the New Zealand shore base) “... *for service in R.N. ...*”, being immediately attached to the shore base in Singapore ‘HMS Sultan’. He wrote in his Registration Form for Active Service – the application for a commission in the RNVR - “... *sailed yachts in all parts of the world, including Home waters. Extensive Pacific cruise 1931-33 as skipper. Can navigate. Air pilot in 1929 ...*”. He is recorded as a tall (five feet eleven inches) and lean (ten stone) man with brown hair and grey eyes, married with one child. Colonial Naval records show that he was commissioned as **Tempy. Lt. Eric Stephen Gerard, RNZNVR** on 29.7.41 making him technically equal in seniority to Lt Studholme on the ship. His service records show him being attached to ‘Pangkor’ and then, most interestingly, the ‘2nd Malay’ (which must mean the 2nd Malay Regiment which later heroically fought in the defence of Singapore island) in the months prior to the Surrender. In the records of the Changi POW camp ‘Bureau of Record and Enquiry’ whose OIC was Captain David Nelson from NZ – and in a post war statement by Captain Nelson it was confirmed that “... *those records definitely show that Lieutenant Gerard was on the Tanjong Pinang when she was sunk, as he states in his letter he is of the firm opinion that neither Stephen Gerard nor Basil Shaw survived ...*” (solicitor’s letter to The Naval Secretary, Wellington, dated 3 April 1946. Stephen is also listed in the crew list recorded by A/S Archer in POW camp; he is shown as “Sub Lt Gerrard, RMNVR”. In ‘The Malayan Bulletin’, 22.1.45, there appeared under ‘Enquiries’ the following” ... *Lieut. Eric Stephen Gerard [sic], R.N.V.R., - His last known address was R.N.V.R., Headquarters, Singapore. He is supposed to have left there with his ship about three years ago and nothing has been heard from him since. Various rumours have reached his wife, but nothing that could be regarded as definite information. Please pass any information on to the Officer in Charge, Missing and Prisoners of War department, Red Cross Society, Christchurch, NZ ...*”. One source states that he was Ex ‘HMS Pangkor’ and appears to have survived the sinking but “... *was left weak with wounds and drowned...*” (NZ Military Historical Society Inc). After the war Mrs. Valerie Gerard lived at 22 Ludlam Crescent, Lower Hutt, NZ. Stephen Gerard is memorialized by the CWGC and on the Naval Memorial at the Devonport Naval Base, Auckland, New Zealand. Finally, in the view of this researcher, perhaps the best memorial to the man who was Stephen Gerard is contained in ‘The Memoir’ in his book as written by his Christ’s College contemporary Stuart Perry,” ... *he had packed a good deal into his life.... I fancy he did with his life more or less what he wanted to do with it. He was wilful and solitary, but he had a capacity for friendship. Sometimes in funds, sometimes hard up, he was never in a minor key. There was originality in all he tackled, an almost foolhardy sense of adventure, and a rejection of conventions which was automatic rather than impatient. He simply found conventions a nuisance ...*”.

- **GOSS – [Died on the ‘SS Ban Ho Guan’] - Wing Commander Philip “Phi” Henry Goss, MVAF** (MVG- Moffatt); “...*Goss R H Surveys RAF? Left 15/2 ...*” (BPPL); David Nelson believed that Chief Surveyor Phil Goss had boarded the BHG (p.225 TSOC); also, a reference to ‘Goss’ being in the same group as “...Pat, Clarke-Walker and Husband ...” leaving on an unknown ship from Padang (letter from Geoffrey Edwards to Mrs. David Nelson 16.3.42; Wing Commander Phil. H. Goss, Chief Surveyor, Selangor. Escaped in a small launch 2/42 then

believed lost on “Rosenbaum” 28.2.42 (MVDB JB); no record at CWGC; also letter dated 22.10.45 from Mrs. Joy F. Goss (wife) to Capt. David Nelson (ex BRE Changi) states “ ... my information to date , given me by my Brother-In-law Will Lindsay (PWD) who was there at the time, is that Phil left Sumatra on the “Ban Ho” on 27th February 1942 ... ” [Major W. Lindsay, # 10674, SSVF, OBE, was evacuated from Padang and arrived at Colombo via the ‘Chitral’] (Letter in files of Mason Nelson); Mrs. Joy F. Goss lived at Orrel Avenue, Floreat Park, WA., according to her letter of 22.10.45., she also noted in her letter that Captain ‘Bunty’ William Joseph Burnet [an Australian born in 1891]SSVF and LDC Penang, of United American Plantations [also known as Malayan American Plantations Ltd], “ ... had all the records of survivors and ships which left Sumatra ...”; Philip Henry Goss was from Maungatapere, Whangarei, New Zealand and passed the New Zealand Civil service examinations in 1911 and 1912; at the time of the First World War, because he was so young, he had to gain his parents’ permission to join the New Zealand Army Medical Corps as Private , # 3/249, in the Field Ambulance, he served at Gallipoli and was invalided out with dysentery; in 1923 he arrived in Malaya on the ‘Montoro’ (coincidentally with Mr. C.C. Best who also lost his life on the ‘BHG’ (ST. 259.23), and then later that year was appointed a Surveyor , Survey Dept., FMS – again at the same time as Charles Best(ST. 6.11.23); within a year or two he threw himself into sports such as rifle shooting , tennis and golf at the Malacca Club and with the Malacca Volunteer Forces(numerous reports in St and SFPMA); in 1927 he became engaged to Florence Joy King , second daughter of Mr. King of Taiping, Perak and Mrs. A. King of Mosman(sic), Sydney (ST. 274.27)he appears in reports for shooting competitions and going on leave during the 1930s and in 1933 was transferred to Kulim, Kedah as the Superintendent of Surveys; promotion followed again in 1937 when he was appointed Acting Surveyor – General for the FMS (ST.6.3.37).

- **HAGGITT – [KIA in defence of Singapore] - Graham D’Arcy Haggitt**, born in Christchurch, the son of the Reverend P.B. Haggitt (later the very rev Haggitt, dean of Nelson). Educated Christ’s College, Christchurch (winner of the College’s sports championship in 1933) and worked for Dalgety & Co before leaving NZ to join Dunlop Plantations in Malaya.in 1938. Assistant Planter, Dunlop’s Sagil Estate, Johore. Sapper JVE to 2nd Lt 22334 General List. To Malay Regiment. Killed in action whilst serving with ‘A’ Company (he had been seconded from the SSVF to the Malay regiment) on 13.2.42, at Kent Ridge/Pasir Panjang Ridge by Japanese shellfire, during the initial attack during the Battle of Pasir Panjang, in Singapore. Grave at Kranji.
- **HAINES – Sub Lt Charles Clifford Haines, RNZNVR**, died on 26.1.42 on ‘HMS Sylvia’ (a large launch) in ‘Singapore Operations ‘off the east coast of Malaya. A Petty Officer from the ‘Sylvia’ was classified as MPK on 25.1.42 so presumably it was an operation either picking up or dropping off soldiers on the coast of Malaya?
- **HANBURY – Ordinary Seaman (Radar) Alfred Hanbury, RNZN**, #3631, died on or about 16 February 1942 whilst attached to ‘HMS Sultan’.
- **HOOD – Able Seaman Charles Selwyn Hood, A/1671, RNZNVR**, was born in Auckland, New Zealand on 26.2.17, the only son of John Selwyn Hood and Eileen Ellen Hood of Mount Eden, Auckland. At the time of his enlistment his occupation was that of a bootmaker. The Official History of New Zealand in the Second World War states that after the sinking of the ‘Fanling’ he swam to shore (somewhere unknown) and made it to Padang where he later became a POW of the Japanese.[Researcher Note: whilst the history, events and twists of fate of individuals during the evacuation of Singapore often defies the imagination there may be some cause to question whether Charles Hood was on the ‘Fanling ‘ when it was sunk because of the geographical disparity between the location of the sinking in the Banka Straits “...south of Banka Island...” and the access route across Sumatra which by the time he had swum to shore e would have been in Japanese hands. The conjecture is that Charles may have been on one of the vessels which sank further north in the Rhio Archipelago – such as ‘HMS Grasshopper/HMS Scorpion or HMS Dragonfly. Charles Hood was later recorded as a POW (NZ Herald’ 6.2.43) along with other New Zealand

Naval personnel Betley, Hurdell and Pardoe, who were POWs in Medan and who had been on 'Grasshopper' and 'Dragonfly' which indicates he was also at Paken Baroe – this is almost certainly confirmed given that he lost his life on the 'hellship' POW transport the 'Harugiku Maru' after it left Belawan, the port city of Medan near Paken Baroe]. Charles is formally known to have died in the sinking of the 'Harugiku Maru' on 26 June 1944 after the ship left Belawan /Medan and was steaming down the Straits of Malacca before it was struck by two torpedoes from the submarine 'HMS Truculent'. Of the 772 British, Australian and Dutch POWs on board 178 – including Charles Hood – lost their lives as the ship broke in two and sank with its stern lying on its side. Charles death "... drowned at sea while a prisoner of war of the Japanese..." was notified publicly in the 'Auckland Star' of 26.10.45 where it was noted that he was the "... beloved only son of Mr & Mrs J.S. Hood of 67 Calgary Street, Mount Eden..."

- **HUNT** – *[Died in POW camp in Japan] - Leslie George Hunt, son of Mrs A.J. Miller in NZ. According to his mother when news came through that he was captured – he was a Tin Mining Engineer in Thailand. Also, apparently a Lt [General List] SOE 101st North Johore. It may be that he was part of the Special Operations Executive personnel recruited amongst the tin miners in Southern Thailand to carry out a 'scorched earth' policy upon the invasion by the Japanese. POW Singapore to Japan. Died in captivity 19.1.43 Japan. (Researcher Note: I have not been able to evidence that he was actually a New Zealander).*
- **HILL** – **[Died on the 'SS Tandjong Pinang'] -Lt. 'E' F. Hill**, RNR, Chief Engineer on the "Tien Kwang", was sent onto the 'SS Tanjong Pinang' at Pom Pong island to assist in the engine room where the engineer was a man who had been his #2 on "Laburnum" in Singapore; and is recorded by Captain Briggs of the "Tien Kwang" as being from New Zealand and Japan Constructional Engineers and also having been Chief Engineer to Mollers (a shipping line) in Shanghai. (CO980/217 MRB report No 23 by Captain Briggs 12.8.42)
- **HUGHES** – **[Died in Belalau internment/POW camp] -Sister Gladys Laura Hughes**, VFX 61331, 2/13th Australian General Hospital. Gladys Hughes was born on 9 September 1908 in the small town of Waikino which is hidden deep in the beautiful Karangahake Gorge in the Bay of plenty region of New Zealand. Her father James Hughes and her mother Elizabeth Shore Hughes were at the address of 7 Prospero Terrace, Mt Albert, Auckland, New Zealand after the War. In 1922 Gladys aged 14 years passed her First Aid exams at Waihi technical School in the bay of plenty region(paperspast.natlib.govt.nz). A graduate of Thames Hospital in 1932, she later took midwifery training at St Helens Hospital, Auckland. She was also at other times on the staff of Rotorua Hospital and Patea Hospital in the North Island of New Zealand. In 1938 she went to Australia and undertook private nursing in Melbourne and was the Matron of a country hospital in Victoria for three years. (Kia Tiaki: The Journal of Nurses of New Zealand; v.38, p.275, 15.11.45).at the time of her enlistment into the AANS she appears to have resided at 186A Park Street, West Brunswick, Vic (ORB, p. 148). Her pay book photo shows a stout young woman with dark hair and a cheery smile. On the 'SS. Vyner Brooke' at the time of the attack by Japanese bombers Gladys took cover with other nurses in the main bathroom behind the saloon (ORB, p.148) and after abandoning ship she swam to the overturned (second lifeboat to be launched) lifeboat to join Sylvia Muir, Mitz Mittleheuser, Veronica Clancy and others. All that night this group tried pushing and swimming with the lifeboat they were clinging to with its complement of mothers and children and Dr Goldberg. They were all later picked up by a RAAF launch which dropped them off at Muntok pier where they were taken prisoner by the Japanese in Muntok Cinema. During her subsequent years in internment Gladys was generally regarded as the best cook in Palembang camp (ORB, p. 258). Towards the end of the war at the living hell that was Belalau internment camp Gladys was 'outposted' to what was called the upper camp whilst all the other Australian nurses remained housed in the 'lower' camp. The isolation of her work as a nurse in the 'upper' camp at Belalau was believed by Betty Jeffrey to have contributed to her deteriorating health and morale, for after suffering from malaria

and dysentery for some time she died on 31 May 1945. She was carried by her friends to a shallow grave in a nearby glade and buried there. Gladys is now buried at Jakarta War Cemetery, Jakarta, Indonesia.

- **INNS – Tpy Lt. Geoffrey Daniell Inns, RNZNVR, #27638**, died 13 March 1942 aged 31 years on the auxiliary patrol boat/tug “SS Wo Kwang’ (350 tonnes) after escaping Singapore and then leaving Tjilichap in Java on the way to Australia. Son of Henry and Emily Jane Daniell Inns of Wellington. Remembered on New Zealand Naval Memorial Devonport.
- **KINDRED – Able Seaman Henry John ‘Jack’ Kindred, W/3769, RNZNVR** (“...lost at sea 1941 aged 22 years...” is inscribed on parents’ grave at Mangere Lawn Cemetery) parents were Percy Thomas Kindred [1886-1946] and Marian Violet Kindred [1888-1967] of Torbay, Auckland. (NZ War Graves and CWGC. Note: CWGC does not mention he was on ML311). However, in the report by Lt Cmdr. Campey, RANVR, he specifically lists Henry Kindred as a crew member of ML311 although states his fate as ‘Unknown’ and a file in the UK Archives records ‘J. Kindred, AB, RNZNVR’ as ‘Missing Believed Killed or Drowned’ aboard ML311. The Royal New Zealand Navy Museum records are “ ... *Kindred, Henry , Able Seaman, RNZN 3739, - Most likely killed on 15 February 1942 near Muntok, Banka island, Sumatra while serving on ML311 [ML310] when fleeing Singapore. Possibly died of disease when ashore with other survivors. Age 22 from Torbay, Auckland- declared dead & on memorial...*”. Research into the fate of HMML 311 near the mouth of the Musi River in south Sumatra includes the following description of the vessel and those on board as the Japanese warships fired on it ” ... The horrific situation of high explosive shells and heavy machine gun bullets (referred to by Clark as ‘shorts’) literally smashing the wooden hull, decks and superstructure of ML311 and at the same time the bodies of some fifty or more men on the decks and engine room, within the space of probably ten minutes, must have traumatised any survivors.... “. The reality is that five of the thirteen naval ratings on the ML311 and probably some forty to fifty (of the 57) British Army personnel standing on the vessels deck lost their lives within minutes of the Japanese attack; with the probability that another five or six of the survivors - out of Lt Cdr Clark’s description of “.... *barely twenty men, including wounded, took to the water ...*” – were soon dying from their wounds, lack of fresh water or shark attacks in the Banka Strait after the sinking. Major Lyddon gives in his narrative an indication of survivors at that stage when he tells us “... *There were about 30 in the water most of whom swam to the BANKA shore. Pte. Simpson and I made up a small raft. There was a strong current to the south and after swimming for about 10 hours we reached a fishing pagar 15 to 20 miles from where the ship was sunk. It was then about 1630 hrs, 15 February. During the morning of the 16th February Lt. Commander Clark swam up to our Pagar from another further up the coast. He was wounded by shrapnel in the left forearm. At about 1200 hrs the three of us swam the 500 yards to the shore and then travelled about 6 to 7 hours through the mangrove swamps, arriving at dusk at a river SUNGEI POELURAN REDDING. We could see lights and after swimming to them found a fishing village where we were given food and a place to sleep. On 17th February Major Bird R/A aged 41 joined us. He was from HMML 433 and had left 3 or 4 others south of the kampong where we were staying...*”. Cmdr. Reid states that there were an estimated 14 survivors – Lyddon’s report describes 8 of them.
- **LEITCH – Ordinary Seaman John Leitch, RNZN, #3121**, aged 22 years died when ‘HMS Anking’ was sunk 250 miles south of Java.
- **MANNING – [Died in Sime Road internment camp]** - Keith Wilson Manning, b.1893. He served in the First World War and married Gwendoline Fullerton in Auckland in 1919. He was employed as Planter Manager, Effingham Estate, Jeram Rubber Estates, Ltd, Kapar, Selangor [1935 Directory]. L/Cpl Selangor LDC. At the fall of Singapore, he became a Changi

and then a Sime Rd internee. He caught Typhus from a flea whilst working in the vegetable garden in Sime Road internment camp and – like about 30 other internees who contracted the same disease from fleas whilst cutting the long ‘lallang grass ‘around the camp he died in captivity on either 19.11.44 or 20.11.44. in the book ‘Three Wasted Years’ by New Zealander Gladys Tompkins, she states that Keith Manning “... a New Zealander, who had put up a great fight for life and was much admired by the [nursing] sisters ...”. [Note: Keith Manning ids listed by the NZ War Graves Project].

- **MARKS – Assistant Cook Thomas Marks, RNZN, #3088, aged 21 years died on or about 16 February 1942 whilst attached to ‘HMS Sultan’.**
- **MCCUE – “Signalman McCue”, a crew member from New Zealand, had received a wound which had nearly blown his foot off and was on a raft with A/S Richardson but died after five days (A/S Richardson testimony in sinking of ‘SS Tandjong Pinang’) – SEE MCHUGH NEXT.**
- **MCHUGH – [Died on a raft after the sinking of the ‘SS Tandjong Pinang’] Signalman Daniel Brendan McHugh, Royal New Zealand Navy, Sig. #2397NZD, ex “HMS Tenedos” is listed on the NZ Navy Devonport memorial (and CWGC) as dying on 31.3.42 with no other details – on the other hand CWGC records shows that he was the only Navy Signalman who died in 1942 and was also a New Zealander, so looking at the facts **it is certain that he is the same person as the ‘McCue’ mentioned (directly above) in the testimony of A/S Richardson.** Information from the NZ Navy Museum, Auckland, confirms that Daniel McHugh was a Signalman rating from Auckland, NZ, and joined the NZ Division of the Royal Navy on 7 March 1941, posted to ‘HMS. Sultan’ (the Royal Navy shore base in Singapore) on 22 July 1941 and, apart from brief attachment to the crew of Royal Navy warships ‘Mauritius’ and ‘Tenedos’ was officially there until the just before Fall of Singapore when his Navy record card shows simply the word” Run” (NZ Navy Museum) - which is an erroneous implication of desertion. **However, it is more correct to record that,** as a New Zealander like the three officers assembled for the “Tandjong Pinang”, and like other sailors then at a loose end at the shore based “HMS Sultan” in Singapore, he in fact had joined or been assigned to the crew of Lt. Basil Shaw on the ‘SS Tandjong Pinang’ prior to 13.2.42 when it departed Singapore heading to Batavia. Daniel’s death should be more correctly recorded as on 22.2.42 based on the following first-hand accounts. In the typewritten statement by survivor Able Seaman J. Richardson (ex ‘HMS Prince of Wales’) he states that during their time drifting at sea after the sinking of the ‘SS Tandjong Pinang’ “Wednesday 19th February ... next came my raft with the signalman and myself, both of us were wounded; one of the signalman’s feet was hanging off. He could not paddle. The nurses and the baby were on the other raft ... the baby died on the third day ... About the fifth day we could see seagulls flying around us and we smelt land [the raft with the nurses separated from Richardson’s raft at this point] ... I was alone with the signalman. The signalman died that night. I was alone ...”. Aligned with this account is that of Able Leading Seaman Robert W. Archer (who died in Palembang POW camp after making this record) “... At midday 18/19 we picked up the signalman, badly wounded in the foot and the stomach and about six nurses all on one raft ...On the afternoon of 20th February we decided to leave A.B. Richardson and the signalman as stated by A.B. Richardson...”. Archer also attached to his statement a schedule listing the ship’s company known to him which includes the record “... Sig. McCue (New Zealand) ...”. Back home the ‘Auckland Star’ on 16 April 1942 was the first public record of Daniel McHugh as ‘Missing’ (Auckland Star, 16.4.42) and it recorded him as the son of “... Mrs. M. C. McHugh, Auckland (mother) ...”. Later in 1942 the ‘Auckland Star (31.8.42) has the following item “... Signalman Daniel Brendan McHugh, aged 19, eldest son of Mr. and Mrs. D. A. McHugh, Long Drive, St Helier’s who had been reported missing. Signalman McHugh was educated at Sacred Heart College and took a keen interest in all sports whilst at school. He was employed on the clerical staff of the Auckland Hospital prior to his enlistment in the navy in March 1941. He comes from a seafaring family, as several uncles captained sailing ships, and he has many relations now serving in the Royal Navy and the Merchant Navy ...”. A photo with the caption “... Signalman D. B. McHugh, of Auckland, reported**

missing on active service...” also appeared in the ‘New Zealand Herald’ newspaper on 3.9.42 and shows a young man in naval uniform looking into the camera in a positive and happy manner. Daniel Brendan McHugh was born in Dublin, Ireland on 21 April 1922 and lived with his mother - Mrs. Mary Clare McHugh - at 89 Long Drive, St Heliers, Auckland, NZ at the time of his enlistment. He had attended Sacred Heart College in Auckland and, after a brief period as deckhand on ‘RMMS Aorangi’, worked in the clerical staff of the Auckland Hospital Board. Aged 18 years, he was five feet seven in height, with blue eyes and brown hair. It is worth noting that Signaller Daniel Brendan (known as ‘DB’ to his family) McHugh had been born in Ireland to Irish parents and therefore as a ‘Neutral’ had no duty to enlist in the war but was insistent on joining the Royal New Zealand Navy against the wishes of his mother (conversation with Jean McHugh, sister-in-law, 20 .6.17). He is recorded here as one of New Zealand’s young, brave but unsung heroes of the Second World War and to help redress any previous slight on his memory because of historic RNZN records that cast doubt upon the circumstances of his departure from Singapore.

- **MCLACHLAN/MCLAUGHLIN [RNZN may use an incorrect spelling?]- Able Seaman Edgar McLaughlin, RNZN, #3038** from Napier died aged 23 years on 10.11.43. He was the son of Edgar and Unita Clarice McLachlan of Napier and just before the fall of Singapore had been attached to shore base ‘HMS Sultan’. He must have been aboard one of the evacuation vessels that left in the week before the surrender to the Japanese and either reached the west coast of Sumatra or his vessel was sunk, and he reached Sumatra. He was in Padang when the Japanese arrived on 17.2.42 and became a member of the ‘British Sumatra Battalion’ formed on 9 May 1942 of servicemen (20 Officers and 480 other ranks) captured by the Japanese at Padang , western Sumatra (‘The Sumatra Battalion’ by A.A. Apthorp).The Battalion was transported on the ‘England Maru’ in May 1942 to Mergui in Thailand where they were put to work (with some Australians from ‘A Force’) building an airfield. Mergui was a truly awful place. On 18 August 1942, the airfield was finished and the Battalion, along with the remaining Australians from “Ramsay Force’ were transported on the ‘Tatu Maru’ to Tavoy. On 21 October 1942 they were again moved to Moulmein and then by road to Thanbyzayat. These were the first POW working parties on the ‘Death railway’ – their first camp was ‘18 kilo’. Edgar McLachlan died in a ‘hospital camp’ camp along the Death railway on 10.11.43 along with 20 other men in the ‘British Sumatra Battalion’. **‘55 Kilo camp’ or Khonkan was open between 30th July 1943 – 24 December 1943.** When it was decided to set up this hospital at 55km, the sick from 105km and 108 km along the Railway were transferred back to this camp. It was under the medical command of one Dr Coates *“Dr. Coates was remarkable; he was admired by everyone and was very efficient.”* Coates was to Burma what ‘Weary’ Dunlop was to Thailand – each being a fine surgeon in his own right. In July 1943 Dr Albert Coates was sent as Senior Medical Officer to take charge of the hospital: remaining there until end of December 1943. Khonkan was an abandoned working camp of eight bamboo and atap huts with floors of bamboo strips. It was nothing more than a series of huts previously used to accommodate railway workers. 55 Kilo camp had been opened by Major Charles O’Brien as administrative officer and Lieutenant W.W. Tilney as adjutant on 1 June 1943. Captain J. Higgins was initially the only doctor at Khonkan. There were 800 patients of which 500 suffered from medium to large leg ulcers. Of course, the men also suffered malaria – which was prevalent throughout the entire length of the Railway. Camp rations were very scanty. The Japanese would weigh every man regularly to determine the total weight of all men in the camp. They allowed 1,200 units of rice for each man and then calculated the total amount required. The huts at Khonkan were in a very bad state of disrepair. There were not sufficient men in the working party well enough to repair the leaking roofs. The downpours were frequent, and rain came through the roofs. This seemed

not to matter much to the men who had no clothing and were so ill and simply overwhelmed with suffering. With continuing illnesses, the total weight of the camp became less and less. And in turn, under their ratio of human weight to food supplied, the Japanese provided less and less food. Rather than less rations, what the sick needed was more as the men were starving. As the men on the railway dropped out sick from other working camps on the railway, they were sent to 55 Kilo Camp. The sick men arrived in trucks being too ill to walk. The Japanese refused to allow them to travel to a base hospital camp where there was at least some hospital equipment. Their supply of drugs and instruments may well have been minimal, but it was more than that of 55 Kilo Camp – they had zero. There were 1800 patients with malaria with a quinine supply sufficient for 300 patients. Coates protested to the Japanese medical authorities at Thanbyuzayat. **The Japanese pointed out that they allowed a man to have only one disease! If a man had malaria, then he could not have a leg ulcer, and if he had a leg ulcer then he could not have dysentery!** Many POWs had three or more diseases. Malaria was the underlying cause of blood destruction (anaemia) and consequently those men suffered from other diseases. Quinine was the only drug available, and supplies were intermittent and sometimes not available at all throughout the Camps. As important was the lack of food. **330 of the 1600 patients died.** Able Seaman Edgar James Roland McLachlan is buried in grave B4.Z.6 at Thanbyuzayat cemetery.

- **MACMILLAN – Lt. Colin Edward Macmillan, RNZNVR.** Mentioned in Despatches, died 16.2.42 (also reported as “Missing” by Lt. G.K. Stein). ‘The Medusa Trust’ website states that Lt MacMillan gained the MID for his courage during the evacuation of Sungei Punngor in 1942. Colin Edward Macmillan served in both World War One and the Second World War. He was born in Thames, New Zealand on 20 January 1899 to Robert and Mabel (nee Hart) Macmillan and had three siblings. As a small boy he lived on Beach Road, Katikati and attended No. 2 School, Beach Road, Katikati but his father died when he was 13 years old and Colin and his 15-year-old brother attempted to run the family farm with their mother whilst attending school - this proved impossible. The family returned to Thames and Colin attended Thames High School from 1913 to September 1915. Colin enlisted in Wellington, NZ on 21 January 1918 and embarked as a Gunner with the 43rd Reinforcements on the ‘Matatua’ for London on 2 October 1918 but it was soon noted he was underage and suffered from ‘claw foot’, so in April 1919 he was discharged as no longer physically fit for war service. He returned to Wellington, NZ., and worked for the Ministry of Health. He played rugby in that city and had a passion for the sea and boats, apparently owning his own yacht in Wellington at that time – he was also a member of (possibly Secretary) of the Royal Port Nicholson Yacht Club in Wellington at that time. When World War Two was declared, Colin applied to Admiralty House in London and was then assigned to training at the RN shore base in Singapore, ‘HMS Sultan’, as a Probationary Temporary Sub- Lieutenant attached to an ex- Yangste River gunboat, ‘HMS Grasshopper’. On 14 May 1941 Colin was promoted to Temporary Lieutenant serving in ‘HMS Grasshopper’ until 2 September 1941 and appears to have taken command of HDML 1062 as early as October 1941. Letters home during this period talk of his move and his regret at leaving his ‘ship’ (probably HMS Grasshopper’) and his move to command “... a small patrol launch...” plus comments that “... of course life is most interesting, but some of our patrols are a little boring ..., but other times we do some really interesting work ...”. In December 1941 Colin and his launch were assigned to Special Operations on the west coast of Malaya and this is when he earned award of ‘Mentioned in Despatches’ (posthumously awarded). The 22.4.42 issue of the ‘Bay of Plenty Times’ carried the only newspaper record in New Zealand of his fate – it simply said that he had been reported ‘Missing’ and “... is the son of the late Mr R.J. Macmillan and

that his next of kin is his sister, Miss Vera MacMillan who is living in Sydney. The last word that his relatives in Tauranga received was that Lieut. Macmillan was in command of a small naval vessel at Singapore ...". In a letter to Colin's sister Vera, dated 15 August 1946, Lieutenant – Commander Victor Cecil Froggatt Clark, RN wrote "... he served in ML1062 under my orders from sometime during Dec 41 and Jan 42 and I came to know him well and liked him very much. In fact, I can say there was no ML. I liked being around so much. I was a POW from March 42 – last Sept and it was then I learned of his ML being sank and I was very sad to hear it ... once again can I say how very sorry I am that your brother did not come through, but you may be proud of his always cheerful contribution to the cause in the blackest of days ..." (sources - Tauranga City Library, Debbie McCauley, Heritage Specialist, Tauranga City Council - file, http://tauranga.kete.net.nz/remembling_war/topics/show/1016-colin-edward-macmillan-1899-1942 and Ellen McCormack - Tauranga City Library file,

McCormack, Ellen (20158). *Family history documents relating to the lives of Colin Edward Macmillan and Lillian Marie Elise Macmillan* [Tauranga City Libraries, Research Collections: Sladden Collection, 929.3 MACM]).

- **MARTIN – Lt. Arthur John Waller ‘Peter’ Martin**, RNZNVR. Born 1914 and son of Elias martin and Bernice Lansley (nee Waller) Martin. Captain of the ‘Pulo Soegi’. His early years are described in his old school magazine ‘The Taranakian’ December 1950, the magazine of New Plymouth Boys High School "... ARTHUR JOHN WALLER MARTIN. Lieutenant Arthur John Waller (Peter) Martin came to school from Moturoa in 1928 and remained until 1930. At school he showed interest in many things and was particularly good at games, taking a great interest in athletics. In April 1940 he was granted a commission in the NZRNVR (New Zealand Royal Naval Volunteer Reserve) with the rank of Temporary Lieutenant and left for Singapore in the same month to take up duties there. After extensive training around Malaya, he was promoted to Lieutenant in 1941. In January 1942 he was given command of a small reconditioned naval ship ‘Paula Soezi’ (sic) with a crew of three officers and thirty Malaysians. His ship left Singapore on the night of February 13th and as far as details can be ascertained, the ship was blown up by a Japanese warship on 16th February 1942." (Wikipedia). A newspaper article in 1942 titled "Reported Missing: Well-known Yachtsmen" then filled out the story a little further "... Lieutenant A.J. Martin, who is listed as missing, is believed by his mother, Mrs B.I. Martin, of 18 Allenby Avenue, Devonport, to be safe. He was in command of a small naval vessel which left Singapore on February 13, **with two other New Zealand officers** and a crew of 30, and it is thought by other Dominion officers who have returned safely that the ship may have reached one of the outlying islands without interference. Lieutenant Martin, who was educated at the New Plymouth Boys’ High School, was a member of the senior Takapuna Rugby team and had acted as a forward hand of the Auckland yachts ‘Alpere’ and ‘Little Jim’ ... "(‘The New Zealand Herald’, 20 .4.42). ‘Peter’ martin was one of the men who volunteered for the RNZNVR in 1940 under the ‘Yachtsmen’s Scheme’ and the classic yacht ‘Little Jim’ had been launched in 1934 would have been one of the fastest ‘keelers’ sailing on Auckland Harbour prior to the War. It was restored to its former glory in 2009 and today still graces the waters of the Waitemata. Lt Martin was listed by T/Maj. Marsh, RAOC, who had been in command of the RAOC contingent on ‘Pulo Soegi’, in a post war report as in his view being one of the officers who landed in the ship’s boat on ‘Radji Beach’ on the morning of the massacre.

- **MILLER – [Died in the massacre of survivors of the ‘SS Vyner Brooke’ on ‘Radji Beach’, Banka Island]** - Tpy. Sub Lt. James ‘Jimmy’ William Miller, Royal Naval Reserve; he was born in Oamaru, New Zealand in 1912 to James Miller (1870-1951) and Elizabeth Miller (nee Wisden) (1875-1957) who both died at Gisborne, on the East Cape of New Zealand; the file “RN Casualties” (ADM 358/2875) shows Sub-Lt [E] J. Miller, RNR, as Believed Killed; **Temporary Sub-Lieutenant (E) James William Miller** was commissioned to this temporary rank on 2 September 1904 (London Gazette 1940).Some aspects of Jimmy Miller’s career at sea are a little vague – ‘ORB’, p. 2 states he was a regular officer of the Royal Navy who had survived the loss of his ship, then on p.120 it states he was a New Zealander; p.125 says he was ‘... on attachment to the Royal Navy ...’ and ‘... made redundant by the sinking of the capital ships ...’ (presumably this means the “Prince of Wales” and the “Repulse” but his name does not appear on the crew lists – albeit the website does say the lists are incomplete – for these ships on the ‘Force Z’ website). It has not been possible to substantiate Jimmy’s career details – although in the secret ‘Jeyes’ toilet paper lists compiled by the civilian internees of Changi prison during 1942 there is the record “... MILLER J. W. 2ND ENG VYNER BROOKE – X CFW [or CPW? CEW?] – KILLED? ...” this may be a clue to his previous ship or employment. However as Second Officer on the ‘SS. Vyner Brooke’ Jimmy did brief the AANS nurses when they boarded on the usage, pitfalls and dangers of the lifejackets and lifeboats. After the ship was hit by bombs and sank Jimmy reached a partially submerged and upturned lifeboat with some 12 nurses clinging to it, along with Mrs Bull and daughter (this was the lifeboat to which Rosetta Wight, Flo Casson and Clare Halligan were clinging to whilst severely injured) (ORB, p.163). Sea currents took this lifeboat and its clinging ‘occupants’ toward land all afternoon and that night washed them all ashore at about 2200 hours on Saturday night. Jimmy helped Clare Halligan and Rosetta Wight up the beach and then he set off with Vivian Bullwinkel to the bonfire they had seen on Radji Beach some two kilometres away – returning that night with Eric German and a young English teenager to help the nurses and other wounded across the same distance to the bonfire (ORB, p.176); the next day Jimmy was one of the officers organising the some 70 – 80 people on Radji Beach and finding freshwater supplies. Tragically Jimmy Miller and Tempy. Lt. Bill Sedgeman plus other unidentified naval and army officers and NCOs formed the first group the Japanese troops ordered at bayonet point along Radji Beach, around the small headland and onto a beach beyond where they were ordered by the Japanese to walk to the water before they were murdered by bayonet, rifle and sword (ORB, p.212).It would seem that Jimmy Miller’s parents received only scanty details of his death because on their grave headstone in the Taharuru Cemetery, in Nelson Road, Gisborne, New Zealand is also engraved “... *in memory of Sub. Lt. James Miller, R.N.R., missing on Banka Island on 14 February 1942...*”. Jimmy Miller, from all that we know, acquitted himself with authority, dignity and courage in the aftermath of the sinking of the ‘SS. Vyner Brooke’ and the events leading up to the massacre on Radji beach on 16 February 1942.
- **MORAY – SMITH – Lieutenant Henry Alan Moray-Smith. RNZNVR** He was the son of John and Amelia Moray – Smith of Christchurch, NZ., and had attended St Andrew’s College according to official records he was on ‘HMS Sylvia’ and died 16.2.42 The CWGC and NZ Navy records have him as based with ‘HMS Sultan’ in Singapore and dying on 16 February 1942, but with no known place or cause of death, except a reference to ‘HMS Sylvia’ which did not exist, but he may have been attached to the launch ‘Sylvia’ prior to the fall of Singapore. The engine of that launch was not working when a group of British soldiers attempting to escape came across it on 15 February 1942 (possibly why Henry Moray – Smith did not take this vessel out of Singapore?) and then repaired by the British soldiers and made its way from Singapore on 15 February to reach Sumatra unscathed. In a record of that voyage there is no mention of any Naval personnel on board so it seems probable that Henry Moray-Smith joined the crew of another escaping vessel and the most likely

connections he had for the difficult job of getting onto an evacuation vessel in those last few days before the Surrender would be one under the command of other RNZNVR officers. By a process of elimination of known RNZNVR officers escaping Singapore, he is very likely to have been the New Zealand naval officer who landed on Radji Beach, Banka Island with Lt 'Peter' Martin, RNZNVR, of the 'Pulo Soegi' and lost his life in the massacre on that beach (see 'Pulo Soegi' memorial document). He was in Singapore attached to shore base 'HMS Sultan' and possibly a launch 'Sylvia' and is considered the most likely possibility for the identity of the other RNZNVR Officer said to have been in the lifeboat landing on Radji beach. Also included because of a matching date of death and the fact that his cause and date of death are not officially known. Son of John and Amelia Moray-Smith of Christchurch, Henry Moray – Smith appears to have come from Christchurch in the South Island of New Zealand and there is a record in 'The Press', a Christchurch newspaper, of 25.6.34 of him being appointed manager of the Rakaia branch of the NZ. Loan & Mercantile Agency. In 1935 he is reported playing golf and on the Committee of the Rakaia Athletics Association.

- **NEVILLE – Tpy Lt. Jack Neville, RNZNVR, #29259** most likely killed at sea when 'HMS Anking' was sunk on 4 March 1942 250 miles south of Java from Tjilichap to Australia, age 33 years.
- **PARDOE** – *"... Naval Rating Pardoe last seen Dabok ..."* (Captain R.L. Lyle); - Stoker/Ordinary Seaman/ Able Seaman Ivan Pardoe, RNZN, is recorded by pekanbarudeathrailway.com as having been on 'HMS Dragonfly'. So, we have two separate sources mentioning Ivan as being on the 'HMS Dragonfly'. Ivan was born in 1919 into a farming family and attended Manuteke School (a primary and intermediate level school) in the small rural settlement (akin to a 'village' in the United Kingdom) of Manuteke, west of the city of Gisborne on the east coast of the North Island on New Zealand. He spent some years working in mines in the North Island and enlisted in the Royal New Zealand Navy in September 1941. After the sinking of the 'HMS Dragonfly" Ivan and other survivors reached Padang on the west coast of Sumatra and on 17 March surrendered to the Japanese after Padang was declared an 'open city' by the Dutch wishing to avoid unnecessary bloodshed. The excellent website www.pekanbarudeathrailway.com tells us *"... Ivan and his companions were sent from Padang to Medan and Belawan- Gloegoer POW camp in North Sumatra. It was here he met his friends that he had trained with in New Zealand, Laurence Hurdell and Noel Betley. Both had survived the sinking of the 'HMS Grasshopper'. Ivan spent almost two years in this camp, loading ships at the port of Medan and working on the local aerodrome. Then in March 1944 some of the POWs were selected to help with the construction of a road 58 km long, through the jungle from Blangkedjeren to Takengon in the province of Aceh. This group of POWs consisting of 306 Dutch as well as 194 British, Australian and New Zealanders including Ivan became known as the Aceh (Atjeh) Party. Ivan and the others were first housed in existing military barracks, but later they built their own camps along the road. In total, eleven of these camps were set up. The working conditions were extremely difficult, with insufficient food and medical care. The road was completed in July 1944. The Aceh Party was then moved top Soengeisenkol near Medan. Ivan and the others did not stay here long. At the end of October, the POWs along with Ivan began an overland trip of around 1,000 km., They stopped at Bukittingi on 29 October and then on 3 November 1944 Ivan finally made it to his final destination. He along with members of the Aceh party arrived around midnight at a small village named Petai. Here he would help with track maintenance and bridge building on the Pekanbaru Death railway. Ivan was based at camp14a. This camp serviced the branch line that connected the coal mine deeper in the hills. Ivan continued this back breaking work under atrocious conditions until April 1945. It was at this point that he fell ill like so many of the other POWs working along the 220 km railway. On the night of the 20th he sadly passed away having contracted Typhoid Fever. Ivan was buried in grave 12 at camp 14a. He along with 16 others were buried at this camp – along with 'HMS Dragonfly' shipmates Stoker*

Martin Edmunds and AB William Lovesey. The war ended on the 15th August 1945 only 4 months after his death. As the POWs left for home, the war graves organisations moved in to move all of the POWs who sadly hadn't been able to get home themselves. Somehow though the graves at the camp 14a were missed and so to this day these 17 men, including Ivan are still buried in the jungles of Sumatra..." (www.pekanbarudeathrailway.com/ivan-pardoe). Ivan's war experience can also be followed by articles in the local newspaper 'The Gisborne Herald' which tells us that he is first mentioned as missing GH. (16.4.42); then in 1943 "... Mr. and Mrs E. Pardoe of Manuteke who have just received a brief message from their son, Stoker Ivan Pardoe, written on the back of a prisoner of war postcard to say that he is a prisoner and is well. This is the first advice from their son for nearly two years..." (GH 4.10.43); in 1944 the newspaper noted that Ivan's father Mr Edward Pardoe had died (GH. 29.3.44); and then finally in 1945 "... Mrs Elizabeth Pardoe has received official advice of the death of her son Able Seaman Ivan Pardoe while a POW in the hands of the Japanese... investigations by an RNZAF search unit have established that AS Pardoe was buried in 1G [sic camp 14a] prison compound at PETI [sic – Petai], about 20 miles from Khota Gharu, Sumatra. The report indicates that the date of death is unknown..." (GH. 6.10.45). The official record is Able Seaman Ivan Pardoe, 3042, Royal New Zealand Navy died 29 April 1945 aged 26 years son of Edward and Elizabeth Mary Pardoe of Manuteke, Gisborne, He is also remembered on the New Zealand Naval Memorial at Devonport Naval Base, Auckland, Panel 2. (CWGC). **[Researchers note - either the CWGC or the Auckland War memorial website have Ivan's date of death – incorrectly and presumably a typo – the Pekanbaru website has 20 April as does the other New Zealand website.]**

- **PARSONS – [Died in the sinking of the 'SS Ban Ho Guan']** - CSM Parsons, 2nd Selangor Bn., "uncertain' passenger (GBR); but in file CO 980/9 p.302 as reported missing ex BHG; "...Parson H A S Gumut left after capit missing..." (BPPL); CSM. Harold Arthur 'Hap' Parsons, Selangor Btn., FMSVF, # C/7529, Planter at Tanjong Malim and Manager S. Gumut estate, Selangor aged 45 years. Wounded 26.12.41. Seen safe in Sumatra between 16-28 February 1942. Died at sea sinking of "BHG" (MVDB JB); finally, **CSM. Harold Arthur Parsons, 2nd** (Selangor) Btn, FMSVF, aged 45 years, husband of Jessie May Parsons of Ohope, New Zealand died 28. 2. 42 (CWGC.) **[Although his wife is recorded as living and died at Ohope I have not proven Harold Parsons origin in New Zealand – that would require some search of official records].**
- **PENSELER – [Died in the sinking of the 'SS Tandjong Pinang']** - Mrs. Lucy Penseler, Nursing Sister, age 47 years, of Bukit Koman, Selangor, FMS, wife of Wolfram H.H. Penseler, DSC., MA., - she died in the sinking of the "TP" (CWGC); also "... VAD on duty at the emergency hospital in Singapore ..." (letter from Mrs. L. S. Davis , Auckland NZ, to the NZ POW and Missing Agency Nov. 1947): in this letter it is revealed that Mrs. Penseler is also the sister of Mrs. Dorothy Ball (above) who also lost her life in the sinking of the "TP"; Wolfram Penseler was a highly qualified mining engineer from NZ and an internee in Changi who tragically was rounded up with other men and women from Changi in October 1943 during the infamous "Double tenth" (10.10.43) campaign by the Japanese Kempetai to solve who had orchestrated the blowing up of ships in Singapore Harbour , Wolf Penseler was incarcerated in the Gestapo HQ at the YMCA and horribly tortured , starved and maltreated and died from Beri – Beri, Oedema, and starvation in the Camp hospital on 2.11.44; Lucy Penseler was also from New Zealand and the sister-in-law of Mrs. Thea McIntyre [see above] wife of Hugh McIntyre (source Jamie Norriss and Bev Norriss)
- **PENSELER – [Died following torture, starvation and maltreatment during 'Double Tenth' pogrom in Changi Prison] - Wolfram (Wulfram-sic?) Hermann Albert Penseler, "... attended Thames School of Mines/Waihi School of Mines 1918/1919 with Distinction and then Otago School of Mines in 1920 (when he already had a BE in Mining and had qualified for the First-Class Coal Mine Manager's Certificate and the gold mining Battery Manager's Certificate)**

and completed his classes in 1924. With these qualifications and his AOSM in both mining and metallurgy he was probably the most qualified mining engineer ever to come out of the Otago School of Mines..." ('Captain Jack Surveyor and Engineer' by John Mackie, p.135). Wolf Penseler was the son of the honorary German Consul to New Zealand and Samoa in the 1920s/30s. A civil servant in New Zealand then a Mining Engineer, Otago. Married Miss Lucy McIntyre, second daughter of Mrs. McIntyre and the late Rev. I McIntyre of St. Clair, Dunedin, on 16.4.31. With insufficient opportunity in New Zealand at the time he moved to Malaya and gained the position of General Manager Australian Gold Mining Company, Raub. After the fall of Singapore, he became an internee in Changi Prison Internment camp and, tragically, was rounded up with other men and women from Changi in October 1943 during the infamous "Double Tenth" (10.10.43) campaign by the Japanese Kempetai to solve who had orchestrated the blowing up of ships in Singapore Harbour. He was incarcerated in the Gestapo HQ at the YMCA in Singapore and horribly tortured, starved and maltreated and as a result died from Beri – Beri, Oedema, and starvation in the Camp hospital on 2.11.44 aged 42 years of age; His wife (above) died in the sinking of the evacuation ship 'SS Tandjong Pinang' in February 1942.

- **PROCTOR - [KIA at Muar] -Allan Proctor**, BA [Cantab.] To Malaya 1938 when he was appointed an Assistant Electrical Engineer, Electrical Dept, Muar, Johore. Wife Mrs A.W. Proctor, son Allan & baby daughter H. evacuated on Orion, arriving Fremantle WA 6.1.42 then to Hawke's Bay NZ. Sapper, Johore Volunteer engineers, mortally wounded at Muar during the battle there on 15-17 January 1942 and died of wounds (in Singapore) 19.1.42 aged 32 years. Allan proctor was the son of William Fyffe Proctor and I.C. Proctor and husband of Mrs A.W. proctor of Dannevirke, Hawkes Bay, New Zealand.
- **RASMUSSEN – Wireman Kenneth Charles Marinus Rasmussen, RNZN**, #2425, died aged 23 years in captivity as a POW 22.6.43. Ken Rasmussen was born on 17.1.22 the son of Charles Marinus Rasmussen and Florence Priscilla Rasmussen of 20 Niccol Avenue, Narrow Neck, Devonport, Auckland. He enlisted in 1941 and after the evacuation from Singapore he somehow reached Sumatra by boat and across that huge island to Padang. He was a member of the "Sumatra Battalion" formed on 9 May 1942 of servicemen (20 Officers and 480 other ranks) captured by the Japanese at Padang, western Sumatra ('The Sumatra Battalion' by A.A. Apthorp).The Battalion was transported on the 'England Maru' in May 1942 to Mergui in Thailand where they were put to work (with some Australians from 'A Force') building an airfield. Mergui was a truly awful place. On 18 August the airfield was finished and the Battalion, along with the remaining Australians from "Ramsay Force' were transported on the 'Tatu Maru' to Tavoy. On 21 October 1942 they were again moved tpo Moulmein and then by road to Thanbyuzayat. These were the first POW working parties on the 'Death railway' – their first camp was '18 kilo'. Ken Rasmussen was reported 'Missing' in New Zealand newspapers in April 1942. He had died at '18 kilo' camp on the Burma Railway on 22.6.43 - the only member of the Sumatra Battalion to die at that location although the Battalion suffered some 140 deaths. The sad irony was that, almost five months later, the 'New Zealand Herald' of 12.11.43 reported that Ken's parents in Auckland had received word (presumably a Red Cross Postcard) from Ken that he was a "...POW in Moulmein, Burma and receiving 10 cents a day for his work...". It was not until a year later again that his death became known to his family – the 'Auckland Star' reported on 6.9.44 that Ken had died of illness as a POW. Ken Rasmussen is buried in grave A11.A.4 in Thanbyuzayat cemetery in Burma/Myanmar.
- **RENDELE - [Died following torture, starvation and maltreatment during 'Double Tenth' pogrom in Changi] - Hilary Cameron Russell Rendle**, b.1899 in Plymouth, England but at

some point, moved to New Zealand as a boy and attended Christ's College NZ; Canterbury College, University of NZ and then returned to England and New College, Oxford. MCS Cadet FMS 1921. By 1940 attached to the Colonial Secretariat. Aged 43 in 1942. Wife Valerie evacuated, aged 37, with children Patricia Mary 'Molly', Michael & Hilary, aged 13, 10 & 9, to SA then on the 'Johan van Oldenbarnveldt' to Liverpool UK, arriving 24.2.42. To Plymouth. He a **Changi and Sime Rd internee**. Double Tenth victim. Died in captivity 26.10.44[46] Outram Gaol. Valerie lived post-war at Yelverton, Devon. [Note: included in this list because of his attendance at school and university in New Zealand].

- **RUSSELL – Probationary Writer Desmond Joseph Russell, RNZN, #2363**, died on 4 March 1942 when 'HMS Anking' was sunk 250 miles south of Java. Note: CWGC has death as 31.3.42 aged 27 from Waitara.
- **RUSSELL – Probationary Supply Assistant Eric Ebenezer Brown Russell, RNZN, #3100**, aged 31 years from Dunedin, died on 4.3.42 when 'HMS Anking' was sunk 250 miles south of Java.
- **RUSSELL – [Died as a POW on Burma Railway] - Leslie Russell**, b. Mauriseville/ Morrinsville? NZ. The son of Robert and Lydia Russell of Palmerston North and the husband of Mrs E.G. Russell of Grey Lynn, Auckland. After teaching also in Fiji, he was appointed to the Colonial Education Service in Malaya in 1939 and became a teacher at King Edward VII School, Taiping. Wife evacuated on 'Gorgon', arriving Fremantle WA 20.2.42. Pte 13653 1st Battalion, FMSVF POW Singapore to Thailand with F Force. Died in captivity 5.6.43[aged 38 years] at Songkurai of cholera. Grave at Thanbyuzayat.
- **SCALES – [Killed in Action at sea] - Richard Ernest Scales** from Wellington NZ. Educated Otago Boys High School and (ref the rnzcomms.file website) was a pre-war Otago RNVR Rating (#07115). Little else is known of his early life, except that in 1930 he and a friend were charged and convicted in the Dunedin Courts for “ ... riding an unlit bicycle ...”! He went to Malaya “...to work in the tin mines ...”, arriving in Malaya on the 'Nieuw Zeeland' from Australia in 1938. In Malaya he was a Mining Engineer. Commissioned an Acting Sub-Lt in the SSRNVR in April 1940, he was appointed Lt. in SSRNVR in July 1941. In December 1941 he was serving as the explosives Officer on HMS Banka [a small merchant ship previously named the 'Sinkara' before being requisitioned by the British Navy it was converted into an Auxiliary Mine Sweeper. Operating off the north-west Coast of Malaya in the South China sea near Tioman Island during early December 1941, the ship's officers were presumably not aware that a Japanese submarine had laid a mile of mines just a day before the Japanese invasion which was on 8 December 1941. The 'HMS Banka' struck one of those mines somewhere between 7 December and 10 December, although official records are that Richard Scales and the other 43 of the 49 crew were Killed in Action on 10.12.41. Apart from four European Officers of the SSRNVR the others killed were mostly Malay MRNVR/SSRNVR ratings. POSTSCRIPT: Sadly the remains of the 'HMS Banka' (which were lying in 50 metres of water) and the remains of those who lost their lives - like the wrecks and human remains of so many other sunk warships of the British and Dutch Navies in the area during the past ten years - have been totally pillaged and cleared by scrap metal scavengers from China, Indonesia and other Asian countries during the past ten years.
- **SCOTT – [Died in the sinking of 'HMS Yin Ping'] -Signalman Arthur D Scott, A1521(NZ)** from Auckland, New Zealand, MPK on 15.2.42 on the 'HMS Yin Ping' (www.naval-history.net); also, **Signalman Arthur Donald Scott, A/1521**, age 26 years, Royal New Zealand Navy, son of Frederick and Claire (nee Freeman) Scott (CWGC and NZ War Graves project); the records of the Auckland War Memorial Museum record Arthur as being a Signalman in the Royal New Zealand Naval Volunteer reserve. RNZN have him as 27 years of age and from Whangarei.
- **SHAW- [Executed on Baka Island after the sinking of the 'SS Tandjong Pinang'] -Lt. Basil Shaw, RNZNVR**, was born in Saltburn (also known as Saltburn - by - Sea and southeast of

Stockton - on - Tees, County Durham), England on 1 July 1905. After leaving school at fourteen years of age he spent three years, during January 1919 until December 1921, as a merchant marine cadet on 'HMS Conway' - an ancient wooden ship moored at Rockferry which functioned as the Merchant Navy School ship. He then served six months on 'HMS Orion' a Royal Navy World War One 'dreadnought' class battleship that by 1921 was being used simply as a gunnery training ship and then 'HMS Wild Swan', a 1918 destroyer which during those years was operating in the Mediterranean during the Greek- Turkish war. This experience earned him the rank of Midshipman in the RNR. It then appears that in about 1922/23 he joined the Royal Mail Steam Packet Company (which became the largest shipping group in the world by 1927 before collapsing in 1932) which took him back into the Merchant Marine as an Apprentice. Before leaving the Merchant Marine he had obtained his Second Mate Certificate. By 1926 he had moved to New Zealand to take up sheep farming - he was initially based on Bexley Station at Awakino in the North Island, and it is noteworthy that in a letter he wrote in September that year to the NZ authorities he advised them of his desire to join the RNVR in New Zealand. Also, of the fact that, following his attaining the age of 21 years he had been made an Acting Sub Lieutenant, RNR in Britain. Because the RNVR in New Zealand only operated in Auckland he was unable to achieve his clear ambition to become an officer in the RNVR and had to put that aside for some years. Soon after he moved to the South Island where, by 1930, he was farming at 'Albury Park' Station at Albury (in the Mackenzie Country which is inland from Timaru) and winning prizes in Collie sheepdog competitions ('The Press' 31.10.30). He soon had become part of the established farming gentry being invited to be Best Man at several weddings for members of prominent farming families in the area ('Evening Post' 21.8.31 and 'Temuka Leader' 23.1.32) and in that year married Miss Amy Allison Ferrers Good, the daughter of a prominent Taranaki family. In 1933 he displayed his patriotism by providing a site for military training for the Canterbury Mounted Rifles at Albury Station ('The Press' 25.8.33). Mr. and Mrs. Shaw became a well-established part of the higher level of rural society in the South Island. He must have been successful in his farming for he is recorded travelling back to the UK and visiting the New Zealand High Commissioner in 1933 and then in 1934 travelling by ship to Sydney. In 1938 the family moved to a farm at Cape Kidnappers in the Hawkes Bay. As soon as the second World war broke out in September 1939 Basil Shaw immediately completed his 'Registration for Active Service'. In early 1940, with Britain at war and New Zealand fully supporting the war effort the New Zealand government announced a Naval draft that would include "... 250 officers and men of the Royal Naval Volunteer Reserve, 50 technical ratings specially entered for the Royal Navy, 80 Imperial ratings who have been replaced in the New Zealand naval forces by reserves, new entries and junior Royal Naval volunteer reserve ratings ... In addition, the following 10 yachtsmen had been selected for commissions as sub-lieutenants in the Royal Naval Volunteer Reserve for service overseas [including] Basil Shaw (Napier) ..." ('The Press' 22.4.40). Basil Shaw duly applied - as a "... Yachtsman Candidate for War Service in The Royal Navy (R.N.V.R.), applicable also to ex-mercantile marine officers ..." and, no doubt under the latter category since he had never been a yachtsman, was promptly appointed a Probationary Temporary Sub Lieutenant, R.N.V.R. That same month the '10 yachtsmen' were on the 'SS Niagara' to Sydney and then the 'SS Morella' from Sydney to Singapore to take up their new duties in Malaya - half were to lose their lives during the War. New Zealand Navy records show him initially being attached to the Singapore shore base 'HMS Sultan' and then during 1940 on the 'Insect class' Yangste river gunboat 'HMS Scarab' which had been withdrawn that year from Hong Kong to Singapore. In 1941, he was again attached to 'HMS Laburnum' which was part of the naval shore base and then in January 1941 on to the 'Fuh Wo' before, at the last minute it appears during the Japanese invasion, he was placed in command of the "SS. Tandjong Pinang". He had seniority of commissioning as a Lieutenant over the other two New Zealand officers, Gerard and Studholme, also on board (he was commissioned on 1.12.40 some seven months

ahead of the other two plus he had formal training as an officer in the merchant marine and some small experience as a teenager in the Royal Navy. It seems that all the officers on the 'SS Tandjong Pinang' might have been pulled together at the last minute since both Gerard and Studholme are officially recorded as being on other ships when in fact they were on the 'SS Tandjong Pinang' at the time of departure from Singapore. Basil Shaw's formal training was a positive aspect in his background in this situation and it seems likely that he would have taken on the duty as Captain with relish given his evident desire in the years before the War to become an Officer. We are left with the question as to whether he saw his role in command of the 'SS Tandjong Pinang' as a Royal Navy or mercantile marine responsibility. He survived the sinking, during which he bravely helped women and children off the ship and into the sea; and he was then on one of the tiny rafts with other crew and nurses. After a few days the overturned pram dinghy from the ship drifted by and Basil Shaw plus A/S Young plus a Malay seaman by the name of Ali Bin Rafi used this tiny craft to go for help. These three were seen on Banka Island about two days later by Lt. E. Leg. Partridge, MRNVR, from the 'Fuh Wo' (who presumably knew Basil Shaw from the brief time he also served on the 'Fuh Wo') who says he met Basil Shaw and two ratings "... one British and one Malaya ..." on the 29th [typo in original record – it would have been the 20th] in the vicinity of the 'UBAR' lighthouse [this actually appears to be the metal frame lighthouse at Tanjong Ular which is north along the coast from the stone construction Tanjung Kelian or Muntok light] and reported that Basil Shaw was in a weak state," ... *I took this party back to the hut [at a tin mine called 'Parit 9'] and did all I could for them, as they were suffering from exposure, having been some 36 hours without either food or water.... prior to this decision [to leave 'Parit 9' on the evening of the 21st February] a party of Chinese bandits entered their 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 R.A.F. personnel were either sick or wounded ...".* In fact after Basil Shaw and A/S Young had spent a night at either this hut at 'Parit 9' tin mine or the lighthouse [there slightly conflicting records] are they departed the following day for Muntok [leaving Ali Bin Rafi at the lighthouse and suggesting he change his clothing] but on the way, it was now 21st February 1942 , they were captured by the Japanese and summarily shot "...at some distance away from the location where the Australian Sisters were massacred ..." or "...three miles away from the lighthouse ..." (Graves Registration & Enquiries, Far Eastern Land Forces, Singapore letter dated 22.12.48, and also testimonies of Sub. Lt. Partridge, MRNVR, of "HMS "Fu Wo", the Malay Rating named Ali Bin Rafi and NZ Military Historical Society Inc); Ali Bin Rafi was told the next morning by a local Javanese who came to the lighthouse that "... on the previous morning the Japanese had captured and shot two British sailors about three miles away in the direction of Muntok ...Bin Rafi immediately visited the spot and saw a Japanese sentry guarding the bodies of the two British sailors. He did not see the faces but recognized the shoulder badges of rank, clothes and stature of Lieutenant Shaw. When he returned to the spot the next day the bodies had been removed..." (Letter from Naval Secretary to Mrs. A.F. Shaw 22.8.46). From photos and Royal New Zealand records we know Lt. Basil Shaw was a big man – standing six feet one inch and weighing thirteen stone six pounds - which explains the reference to 'stature'. A/S Richardson presumed them to either have been killed by the Japanese or died from wounds and sickness (A/S Richardson testimony). Post war search efforts in 1948 resulted in the remains of Lt. Shaw and A/S Young - together with the remnants of a scrap of paper with the name of crew members Baird, Hissey and Archer of the 'SS Tanjong Pinang' on it- being disinterred from their informal grave near Muntok lighthouse (Graves Registration & Enquiries , Far East Land Forces 22.12.48), but unfortunately the Graves Party could not distinguish between the remains of the two men and as a result their bodies are now resting in one grave at Kranji Cemetery (Plot 32, Row E, Grave 20) in Singapore with the inscription of them as an 'Unknown Allied Seaman'. Correspondence between the Graves Registration unit of Far East Land Forces

and the Royal New Zealand Navy in 1949 explains that “... after thorough investigations, it would appear that a case would have existed for the marking of [the Kranji] grave as that of ‘Lt B. Shaw RNZNVR and Unknown British seaman’ but for the fact that was not possible to determine the number of persons from the remains...” so the Kranji grave was simply marked as ‘Unknown Allied Seaman’. Mrs. Shaw received correspondence from comrades of Basil Shaw - plus official explanations - which described much of the story of her husband’s bravery in the line of duty and his ultimate death on Banka Island at the hands of a company of Japanese troops from the 229th Regiment of the Imperial Japanese Army who had a terrible track record of war crimes in both Hong Kong during Xmas 1941 and then on Banka Island. Basil Shaw is memorialized on the Naval Memorial at Devonport Naval Base, Auckland.

- **SHERRIFF** – Alan Grant Sherriff – born in 1910, son of Mr & Mrs J.A. Sherriff, 677 Mt Eden Road, Auckland appears to have attended Mount Albert Grammar school, Auckland (he appears on the memorial at that school) was employed in the Singapore office of the New Zealand Insurance Company. He was gunner in the Singapore Royal Artillery (Volunteers) of the SSVF, and after becoming a POW in Singapore was transported to Labuan with ‘E’ Force on 28.3.43. He died from malaria and Beri Beri on either 31.10.44 or 5.11.44 or some date in between.
- **SMITH – Tpy Sub Lt Phillip Wallace Smith, RNZNVR, #29567**, aged 28 years from Mt Albert, Auckland, died on 4 March 1942 when ‘HMS Anking’ was sunk 250 miles south of Java.
- **STUDHOLME – [Died in the sinking of the ‘SS Tandjong Pinang’]** - Lt. Geoffrey Studholme, RNZNVR, was born on 3rd September 1908, he was aged 34 years at the time of his death and had been a clerk in civilian life. He was the son of Harold and Charlotte Elizabeth (nee McCulloch) Studholme of Canterbury, New Zealand and was born whilst his parents were farmers in Southland, whilst at ‘Glequioch’ station near Athol. The Studholme family were early ‘gentry’ in the South Island of New Zealand, one of the best known pioneer families of Canterbury and substantial holders of rural land and farms, with a high social profile in the late 1800s and through to the Second World War. His father suffered bankruptcy in 1922 during the collapse of meat and wool prices but the family bounced back. The first record of Geoffrey is as a teenager appearing before the courts in 1929 in Christchurch and being fined two pounds for “...driving a car at a speed dangerous to the public ...” (‘The Press’, 22.6.29) - which must have been a trait in the family because his father was fined in 1920 for “... driving at more than 12 mph ...” in Christchurch (‘Sun’ 16.1.20). He next appeared in electorate records in 1931 in New Zealand which show him as a salesman of 18 Edinburgh Street, Riccarton, Christchurch living with a Charlotte Elizabeth Studholme [Researcher note: his mother?]. In 1933 he appears on the list for a NZRNVR dance so perhaps he had already shown an interest in the navy by the time he was in his early twenties – there is a suggestion in his wedding report that he may also have been involved in alpine sports. In 1937 he married Miss Lesley Gwendoline Hurlston Payton, only daughter of Mr. Edward William and Mrs. Mary Gwendolyn Payton of Masterton, NZ, and they took up residence at Lismore Flats, Fendalton, and Christchurch. They later appear frequently in the social pages of local Christchurch papers and in reports of the major social events surrounding horse racing (‘The Press’ issues during 1940). Geoffrey enlisted in the New Zealand Naval forces (with a Yachtmaster’s Certificate # 92 so must have been an experienced recreational sailor) on 29th April 1941 as a Tempy. Lt and was attached to ‘HMS Sultan’, the shore base in Singapore during January 1942 – he appears to have been on the crew of ‘Soegi’ until joining the ‘SS Tandjong Pinang’ just before the fall of Singapore. The record left by A/S Richardson explains that the first shell fired by the Japanese warship struck both the small ship’s boat which was lowered full of women and children on the starboard side of the ship and also the

ship's hull "... *the First Lt. was killed by this round which also set the ship on fire ...*". Naval Records of Commissioned Officers show **Temp. Lt Geoffrey Studholme, RNZNVR**, was commissioned on 29.7.41 making him technically exactly the same seniority as Lt Gerard from New Zealand who was also on board the 'SS Tandjong Pinang' as an officer – so we must assume that they somehow determined Lt Studholme to be "... *First Lt...*" as described by Richardson. CWGC records and other official records show him as a on board the tug "HMS Ping Wo" in Singapore in 1941/42, but by the time of the evacuation of Singapore he had become an officer on the 'SS Tandjong Pinang' and during the attack by was killed on the bridge by the first round from the Japanese submarine (according to crew testimony), which is unusual since no Japanese submarines are known to have been in the area at the time, but this reference to a submarine is confirmed by A/S Archer and interestingly Mrs. Molly Watts- Carter states in her testimony that whilst floating in the sea the day after the sinking "... *During the afternoon we sighted and hailed a submarine which ignored us and quietly disappeared ...*". Geoffrey Studholme is elsewhere recorded as "...*killed on board...*" on 17.2.42 (NZ Military Historical Society Inc); after the war Mrs. Lesley Studholme had the address of 109 Cole Street, Masterton, NZ. She remarried, and her surname became Hume – three decades later Lesley Gwendolyn Hurlston Hume, upon her death on 10.8.75 at the age of 67 years, was buried next to her parents in Archer Street Cemetery, QE Park, Masterton. There appear to have been no children from the marriage. A formal photo of Lieutenant G. Studholme in his full 'whites' naval uniform appeared in the 'Auckland weekly News' of 13 May 1942 with the caption "...*of Masterton, missing on active service...*".

- **TATE – Able Seaman Charles Tate, RNZNVR, #1770, aged 20 years died on or about 16 February 1942 either in Singapore or Dutch East Indies. ACTUALLY, he died in Hong Kong where he had been sent under orders.**
- **THOMPSON – [Died in the sinking of the 'SS Tandjong Pinang']** - Dr. (Miss) Thompson – listed as on "TP" (JPB); **Doctor Theresa Imelda Thompson**, born 1908 - died in sinking of "TP" (C5066); Dr. Teresa Imelda Thompson, MB., ChB., DPH., from Sydney Australia, wife of Frank Scott Thompson and daughter of Dr. George Craig, former Controller of Customs in New Zealand and Mrs. Teresa Q. Craig, of 43 Hopetown Avenue, Vaucluse, Sydney, Australia – died in sinking of "TP" (CWGC); Dr. "Tessie" Thompson, **sister of Ms. "Nessie" Craig (see above) and Dr. Florence Eileen Craig (see above)**; MRB (2/43) notes Mrs.(Dr.) Thompson, nee Craig, was last seen in the NEI which may be a confusion with Dr. Margaret Thompson above;; **Dr. Teresa Imelda Mary Craig** had graduated (with her sister Florence Craig) as a medical doctor, MB. And ChB, from Otago University Medical School in 1932 (List of New Zealand University Graduates 1870-1960). She was the daughter of Dr George Craig and his wife Teresa Craig who had left New Zealand to retire in Sydney – he died in 1947 as an elderly man who had never recovered from the shock of losing his three daughters in the sinking of the "SS. Tanjong Pinang" and from wounds received in the sinking of the "SS. Kuala".
- **UPTON – Tpy Lt John Pierce Upton, RNZNVR, #28166. UPTON – Lieutenant John Pierce Upton, RNZNVR.** John Pierce Upton was born on 14 April 1913 at Remuera, Auckland, New Zealand, the only son of Mr. Percy Henry Upton and Mrs. Florence Sarah Nihil Upton of 67 Remuera Road, Remuera, Auckland. He was an old boy of King's College, Auckland, and a member of the Auckland Operatic Society. In 1937 he graduated in law from Auckland University and immediately travelled to England before joining the firm of Russell McVeigh as a solicitor. He was also a member of the Royal, New Zealand Yacht Squadron and an experienced sailor, being a member of the 'A' Class keeler "Waitangi" on Auckland Harbour ('New Zealand Herald' 18 4.42). In October 1940 he married Marion Henderson Frater (1921 – 2006) at St Mark's Church, Remuera. They had no children. John Upton volunteered for naval service and left for Singapore the following month (November 1940) to serve in

Coastal defence craft. The official record is "... Lt John Pierce Upton, RNZNVR, died on 16.2.42 aged 28 years, 'HMS Fanling', son of Percy Henry and Sarah Henderson Nihill Upton; husband of Marion Henderson Upton of Remuera..." (CWGC).

- **Watt – [Dies of disease in POW camp on Burma Railway] - Leslie Ian Watt**, born in 1905, at Ashburton New Zealand. Son of Frederick William Watt and Annie Grant Watt. Studied at Otago School of Mines. Mines Prospector working for J.B. David and manager Temengor/Temmengor tin Mining Limited, Temengor, near Grik, Upper Perak. Sapper, 1st (Perak) FMSVF, # 13866 and a POW Singapore to Thailand with F Force 28.4.43. Died in of Dysentery or Diarrhoea in captivity 26.8.43[38] Songkurai. Grave at Thanbyuzayat.
- **WHITTAKER – [Died in the sinking of the 'SS Redang'] - John Sydney Whittaker**, United Kingdom, civilian, aged 58 years. Husband of Bessie Violet Whittaker, 21 Fairfax Place, Kilburn, Middlesex. Died 15.2.42 (CWGC); he was Resident Manager, Petaling Tin Ltd, Selangor; FMS Chamber of Mines. Lost at sea 13.2.42[58] on the SS *Redang*. Wife Bessie Violet (her maiden name was Sparrow) and daughter I. evacuated on Charon, arriving Fremantle WA 18.1.42. Daughter Sydney Sybil Whittaker had married J.W. Cameron (see above for his entry) in 1940. Bessie died on 6.2.47 in New Zealand. (JMM.); John Sydney Whittaker, died on or about 13.2.42, in the Banka Straits, presumed to have lost his life in the sinking of the "SS. Redang", Date of Death Cert. 13.3.46 (CODR, M1, folio 157, Serial # 880, source C. in C. ALFSEA, ref. 19/10260/46); it seems that the Whittaker family were from New Zealand - a John Sydney Whittaker is listed as having a 3rd Class certification as a ships engineer in New Zealand in 1907 (he would have been 23 years of age at that time) and Bessie Violet Sparrow is listed on the electoral roll in 1911 as living as a 'Spinster' at 623 Andersons Bay Road, St Kilda, Dunedin, NZ.; in 1925 Mr Whittaker , wife and family (then of Petaling Tin Dredging Co.) left Malaya for a six months holiday in New Zealand ; in 1927 Mr Whittaker is listed as arriving (presumably in Klang where Petaling was based) to take over as manager of Petaling Tin Dredging Co. and the newspaper mentions that he had previously worked for the company for five years; in 1933 he is noted as being with Sungei Way Tin Dredging Co., whilst at the funeral of a Mrs. Ida Taylor (wife of Mr Ronald Taylor of Petaling Tin Dredging Co) who had been murdered by her 'houseboy' (SFPMS 20.5.33).
- **WICKS – Ordinary Seaman Colin Henry Wicks, RNZN, #3075**, aged 23 years from Waltham, Christchurch died on or about 16 February 1942 either in Singapore or the DEI.