

APPENDIX TWO

RNZNVR/RNZN involved in the Defence of Malaya and Evacuation of Singapore and the Dutch East Indies.

[Version 1.0.0; February 2024]

[Deaths shown in red font]

NOTE: Six New Zealanders on 'HMS Prince of Wales' and 'HMS Repulse' to be added in consultation with Michael Wynd.

- **ARKLEY – Lt. Robert 'Bob' Thirlway Arkley**, RNZNVR from Wellington, New Zealand. Bob was born August 1916 at Newcastle – On – Tyne, UK, and came to Wellington as a small boy. He was a keen yachtsman sailing small centreboard yachts at Worser bay boating Club near the entrance to Wellington Harbour. His secondary education at Rongotai College developed leadership qualities which were to benefit both him, and the people around him, in future years. Bob qualified as an Accountant and started work with Todd Motors, then with Clarke Menzies & Co., (Public Accountants). With the outbreak of war Bob enlisted in the Royal New Zealand Navy in 1940 as a trainee Officer in the first draft of 'Scheme B' [sometimes referred to as the 'Yachtsmen's Scheme']. He trained at 'HMS King Alfred' and at sea in 'HMS Electra', based at Scapa Flow during the Battle of the Atlantic. Volunteering for a posting to the ML flotilla ('Fairmile 'design patrol boats) based in Singapore he arrived there in January 1942. Bob Arkley evacuated Singapore as First Officer on HMML 433 on 13th February and when that vessel reached the Banka Straits he recorded (in 1948) "... As dawn broke on 15th February, ML433 was entering Banka Strait, between the mainland of Sumatra and Banka Island. Daylight revealed five Japanese surface craft (sloop type) at close range. Two of these immediately opened fire with what are believed to have been 4" guns and machine guns. The Japanese gunnery was accurate at the short range. ML433's 3-pounder was knocked over immediately and within a few minutes she was on fire and sinking by the head. Casualties were heavy. Lieut. Commander Campey gave the order to abandon ship. He remained on the bridge with Lt. Arkley until everyone else had gone overboard, ordered Lt. Arkley to leave and then dived overboard himself. The Japanese ships circled the survivors in the water but did not pick any up and presently steamed away. The only course left to the men in the water was to try to make shore at Banka Island (several miles away), but a strong tide made this difficult and of approximately 85 personnel aboard ML 433 only about 15, including Lieut. Commander Campey and Lieut. Arkley, survived to become Prisoners of War. The writer swam for nine and a half hours and was then picked up by a small Japanese tender and taken to Palembang, Sumatra where he spent the next three and a half years as Adjutant in POW camps there..." (Arkley). He was listed as captured on 15 February 1942 – spending the next three and a half years as a Prisoner of War. He served as Adjutant in Palembang POW camp, maintaining many of the surviving records from that camp and the very impressive Letters of Commendation written by Senior Officers (British and Dutch) from that camp are a testimony to a man of great patience, tact, perseverance and ability. Bob married 'Wren' Joan Moffitt in September 1946 and son John Robert was born 1948 and daughter Jill Lesley 1951. Bob joined the major New Zealand corporate, Fletcher holdings Ltd in 1949 as Wellington Branch

Accountant. He was appointed Company Secretary of Fletcher Construction Company in 1954 and in that capacity moved to Auckland in 1964 when the head Office was transferred. In 1972 he was appointed Secretary to the Fletcher Holdings Board of Management before retiring in 1977. Bob passed away from cancer in 1990. (Bob's life story courtesy of John Arkley and Jill Kimpton, October 2018).

- **ASPDEN - Signalman Warren James Aspden RNZN, #2407.** Born on 24.8.20 he enlisted on 12.3.41 and was posted to 'HMS Sultan' (the shore base of the Royal Navy in Singapore) in July 1941. After a brief service on HMS Cornwall, he was back at 'HMS Sultan' from November 1941 and was captured in the Banka Straits off Sumatra on 15.2.42, but it is not known what vessel he was aboard when captured. He was initially a POW at Muntok on Banka Island in February 1942 and then moved to Palembang POW camp for the period March 1942 until September 1945. His NOK during that time was his mother Mrs. J. Aspden, Alfred Street, Northcote, Auckland. He married Betty Susan Aspden and died in 1981. He is buried in the North Shore Memorial Park (Schnapper Rock) in Auckland. He was reported safe in September 1945 after three and half years of captivity, recovered and repatriated to New Zealand.

- **BALE - Stoker Petty Officer Arthur James Bale, #780, RNZN.** Was attached to 'HMS Sultan' (the shore base of the Royal Navy in Singapore) but was also the driver for Rear Admiral Spooner, RN, in Singapore at the time of the evacuation. Spooner invited Bale to join him on the 'Fairmile' design patrol boat HMML 310 for the evacuation and he left on that craft on 13 February. On 15 February, HMML 310 was attacked by seaplane bombing and a warship and the vessel was beached on Tjebia Island (off the northwest coast of Banka Island east of Sumatra). Many of the crew and passengers died of malaria, Beri Beri and exhaustion on that island and 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.

- **BETLEY (sometimes incorrectly stated to be BENTLEY) - Ordinary Seaman Noel Cedric Betley RNZN, #2966,** was from the Manawatu region of New Zealand – he spent his childhood and teenage years in Feilding. The earliest record is in the 'Manawatu Times' (20.12.34) when Noel won a prize for achieving the most points in boys' athletics at Feilding Primary School. The 'Manawatu Standard' in 1935 has him winning the 'Boys Beginner Race' at Lytton Street School and later that year he is noted as playing the pianoforte at a public concert. By 1936 he is at Palmerston North Technical School competing in the long jump and in rugby. Several years later he seems to do very well in swimming sports at the Levin Swimming Club, and table tennis at the St Pauls Presbyterian Bible Class. He enlisted in the royal New Zealand Navy and was on the ex – Yangtze River gunboat 'HMS Grasshopper' when it evacuated from Singapore at 0200 hrs on 14 February 1942. By 1100 hrs it had reached Pulau Posik in the Rhio Archipelago but was spotted by Japanese bombers and attacked so that the captain decided to beach the vessel. The next day after all survivors had landed on the island it blew up. Noel Betley must have reached shore and made his way to Sumatra - the New Zealand navy records him at Medan POW camp 1942. The 'Manawatu Standard' (16.4.42) recorded him as a 'naval casualty' and his father being Mr J.E. Betley from Feilding. This was amended when the 'Auckland Star' (5.2.43) recorded him as then being a POW and his mother being Mrs A.V. Betley, 17 Denbigh Street, Feilding. Tragically for the family his brother Roland was killed

serving with the RNZAF in 1944. After the Japanese Surrender local newspapers reported that Noel Betley was leaving Sumatra with Able Seaman Hurdell (who had also been on 'HMS Grasshopper'). The 'Manawatu Standard' (28.9.45) recorded Noel as being in hospital in Singapore and the following month he returned to New Zealand. A conversation the researcher had with a member of the wider family in recent years alluded to the fact that Noel had trouble adjusting back to civilian life, which is understandable given the horrific conditions he endured for three years in northern Sumatra on the Pekanbaru Railway POW camps. Noel Betley died on 9.4.2007 and is buried with his parents, John Ernest Betley, and Amy violet Betley, in Plot 640, Row 6, Block 3 at the Feilding cemetery.

- **BOURKE – Lt R. A. 'Bill' Bourke, RNZNVR** was the son of Mrs L.C. Bourke of Islington Street, Herne Bay, Auckland. He represented his school, Auckland Grammar School, for three years in the First XV and was later captain of the Ponsonby, second grade Rugby team also gaining Auckland representative honours. He was a well-known Auckland yachtsman and sailed the 'Jeanette' in the world's 18-foot championship in Auckland prior to the War. He was the first Aucklander to leave New Zealand under 'Scheme B' for entry into the Royal Navy for war service and was commissioned in 1941. He was prior to the War manager of the stonework department of the Fletcher Construction Company (New Zealand Herald 20.4.42) and after the War an executive in that same leading New Zealand company. As First Officer on HMML 432 Bill Bourke was captured off Muntok, Banka Island 17.2.42 and became a POW in Muntok, then Palembang – Mulo School, Cheung Hwa and Sungei Geron.
- **BRIDGE – Ordinary Seaman Wilfred Bridge, #2870, RNZN. [MPK 16 February 1942, attached to 'HMS Sultan' the Royal Navy shore base in Singapore].** Wilfred Bridge was the son of Charles Thomas 'Tommy' Bridge (1879-1964) and Fanny Walsham Bridge (1888 - ???) of Wellington. He was presumably killed, aged 18 years, on an evacuation ship escaping the fall of Singapore. He is remembered on Panel 2 of the New Zealand Naval memorial, Devonport, Auckland.
- **BULL – Lt H. J. 'Johnny' Bull, RNZNVR, DSC.,** was born Auckland 17.8.13 and later his occupation was described as 'Merchant'. He was a well-known Auckland yachtsman and in 1938 he purchased the A Class keeler 'Restless' in Auckland. He enlisted on 23.7.40 and his home address was care of his mother Mrs H.B.J. Bull, 1 Erin Street, One Tree Hill, Auckland. Johnny Bull was sent as one of several experienced New Zealand yachtsmen to the Far East where he gained promotion to Temporary-Lieutenant-Commander. Just prior to the Surrender to the Japanese in Singapore Johnny Bull was in command of HMML 310 which evacuated Singapore on 13.2.42 with Rear Admiral E.J. Spooner and Air Vice Marshal Pulford, plus five staff officers and 26 other ranks as passengers. Near the Seven Brothers group of islands northeast of Banka Island the launch was attacked by aircraft and a destroyer, and it was decided to beach her on Tjebia Island and land the staff party. Later the Japanese boarded the launch, wrecked her machinery, and ordered the crew ashore. A native prau was made seaworthy and in it Bull, AB Leonard Hill, another rating, and two local Javanese, made passage of seven days to Merak in Java, and then to Batavia, where arrangements were made to send help to those on the island. Returning to New Zealand, Bull was promoted to Lt Commander, and in November 1942 he was awarded the DSC for courage and devotion to duty. Johnny Bull commanded the 80th Fairmile Flotilla in the Solomon Islands 1944-45.
- **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 – James Clark, Navy sunk in Java Sea 15.2.42** (*War History Interviews for History of NZ in WW2, NZ Archives WA 11 3/51,52,53*); **Temporary Lt./ Sub. Lt. James Bruce Clark - , RNZNVR**, was born (in Portobello, Dunedin according to JB Volunteers database) on 28.11.16 to James 'Jim' Clark and Mary Ann Clark (nee Cormack) and lived at 13b Esk Street, Invercargill, New Zealand. A Draughtsman by profession (JB database of Volunteers). He enlisted on 25.9.40 and was commissioned as a Temporary Lieutenant. He states he was an officer on the 'HMS Dragonfly', although is not mentioned as such by any other survivor records as being on board at the time of the sinking. He was captured at Padang on 17.3.42 and by April had been moved to Changi POW camp in Singapore. In November 1942 he was sent up to Chungkai (Siam) and spent the rest of the war on the Burma Railway camps (His MI9 Liberation Questionnaire on COFEPOW website). The likelihood of him actually being aboard 'HMS Dragonfly' when it was sunk is increased by the intriguing story of a survivor mentioned by Captain Lyle when he recorded that after reaching what appears to have been Pulau Rusuk Buaja "... 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) ...". Although the surname spelling is a little different (and was originally thought during the research for this document to have been Lt Anthony Ruthven Clarke, RNZNVR, who later died on Banka Island many miles to the south) this appears to almost certainly be Tpy. Lt James Bruce Clark, RNZNVR. During the war the POW Enquiry Office, Christchurch, New Zealand made an enquiry of his whereabouts to the Malayan Association stating that he was "...last heard of as being on 'HMS Dragonfly' in Sumatra. 'HMS Dragonfly' supposed to have gone down, but some of the crew reported to be prisoner of war..." (Cambridge University Library Archive holdings 'Malayan Association documents, p.255). During the War he is briefly recorded in the 'Manawatu Standard' (8.2.43) as being a Prisoner of War and at the conclusion of the war he is listed in several New Zealand newspapers including the 'Northern Advocate' (21.9.45) under the heading "Home After Years in Jap. Hands" as Lt. J.B. Clark, Invercargill. He had reached Darwin by 1.11.45 (JB database). Thereafter there seems to be no public mention of him – he appears to have died in 2004 (Ancestry.com).

- **DERBIDGE – Lt Edgar Derbidge, #29363, RNZNVR**, 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 others – perhaps also later 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.
- **EDWARDS – Cook Douglas Allen Edwards, #3333. RNZN**, He was born on 9.7.18. In the ballot for war service (‘Evening Post’ 2.10.40) his name is recorded as being balloted and he enlisted in February 1941. In Singapore he was attached to ‘HMS Sultan’ (the shore base of the Royal Navy) and after evacuating on an unnamed vessel prior to the surrender to the Japanese on 15 February 1942 he was captured “...at the entrance to the Palembang river on 14.2.42...” and then became a POW “ ...on Japanese vessels between 14.2.42 and 1.6.43...” before being placed in Changi POW camp, then Kranji POW camp before being sent back to Changi POW camp for the remainder of the War. His address given on his MI9 Liberation Questionnaire was 365 Adelaide Road, Wellington, NZ. In the ‘Auckland Star ‘of 8.9.45 his name appears as ‘Able Seaman D. A. Edwards, Wellington’ in a list of names broadcast ‘from a Singapore station’ of POWs now awaiting repatriation. By 19.9.45 his name again appears as ‘Assistant Cook D.A. Edwards, RNZN’ as having bene evacuated. Douglas Edwards left Singapore by plane on 15.9.45 and landed at Whenuapai Aerodrome, Auckland on 20.9.45.
- **EVANS - Ordinary Seaman/Signalman John Gwynne Evans, #2162 RNZN**. Born 17.12.20 and grew up in Nelson, New Zealand where he attended Nelson Boys College and excelled in rugby, playing for the First XV. He enlisted with the RNZN on 8.1.41 Sent to Singapore he was attached to ‘HMS Sultan’ (the shore base of the Royal Navy in Singapore) but clearly boarded an evacuation vessel – possibly the ‘Mata Hari’ - and was captured in the Banka Straits on 15.2.42. He became a POW in Banka Island during Feb – March 1942, following which he was taken to Palembang POW camp where he remained until 1945 – his NOK in camp records was Mrs Evans, Mt Pleasant, Nelson. Initially declared ‘dead’ in New Zealand, in November 1944 he was reported alive and in Sungei Ron POW Camp in Palembang. He was repatriated in 1945. (War History Questionnaire in NZ Archives, WA11 3/51, 52.53 – Interviews for History of NZ in WW2).
- **FARR - Stoker 1st Class Alan James Farr, #2041, RNZN**, the official record (CWGC and RNZN) is that Alan Farr was most likely killed on 13 February 1942, aged 21 years, on ‘HMS Scorpion’ in the Berhala Straits. Alan Farr does not appear in any of the accessible documents on ‘Scorpion’ compiled by survivors of those on board and now held in the UK Archives. The vessel was sunk by shellfire from the Japanese warships – light cruiser ‘Yura’ and destroyers ‘Asagiri’ and ‘Fubuki’ on the evening of 13 .2.42 near the island of Berhala in the Rhio Archipelago. Apart from the large number of ‘Scorpion’ crew there were also 35 Royal Navy servicemen as passengers – in one case referred to as ‘Communicators’. If Alan Farr was a crew member working as a Stoker, he was probably killed by the second shell to hit ‘Scorpion’ in the boiler room. He was the son, one of eight siblings of cattle or dairy farmer Arthur Farr and his wife Alice (nee Maughan) of the tiny farming settlement of Utiku, in the Rangitikei Valley of the

central North Island of New Zealand. Despite searching the researcher has been unable to find anything of Alan Farr's life.

- **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 Garard [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 stated 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 ...*”.

- **HAINES – Sub Lt Charles Clifford Haines, RNZNVR**, died on 26.1.42, aged 32 years on ‘HMS Sylvia’ (a medium or 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? The navalhistory.com website records “Singapore Operations” against Charles Haines’ death and on the same day Petty Officer Baker B. H. A. ABU, MN281 is listed as having been on the ‘Sylvia’ which was no more than a medium sized launch and he is noted as ‘Missing Presumed Killed’. Charles Haines was presumably born in 1910, the son of Charles William Gelb Haines and Annie Clark Haines of Somerfield, Christchurch. He had Matriculated in 1927 and during the next five years is shown passing various exams, presumably towards an Accountancy qualification with the Victoria University of Wellington. He was also a member of the Banks Peninsula Cruising Club and in 1938 was Secretary for that Club, which had a function to ‘farewell’ him when he joined the RNZNVR. He was officially reported back in New Zealand as ‘Missing’ (‘Evening Star’ 18.4.42) as “...*Tpy. Sub Lt Charles Clifford Haines, Mother Mrs A. Haines, Christchurch...*” and the ‘Northern Advocate’ of 18.4.42 published the same list of men with “... *father Mr. C.W.G. Haines, Christchurch...*”. On 28.8.42 the ‘Christchurch Press’ noted it its Lyttleton report that “...*the Yacht Club recorded the death of member Sub Lt C. Haines at its Annual Meeting...*”.
- **HANBURY – Ordinary Seaman (Radar) Alfred ‘Alf’ William Hanbury, #3631, RNZN**, died (‘MPK’) on or about 16 February 1942, aged 21 years, whilst attached to ‘HMS Sultan’. Son of William Alfred and Edith Hanbury of Glen Eden, Auckland. Also remembered on the New Zealand Naval memorial, Panel 2, Devonport. (CWGC and Navy Museum, Devonport. So, it appears that Alf Hanbury was born in 1921 and came from the suburb of Glen Eden in Auckland – in fact at Croyden Road. He was first mentioned in newspapers (‘New Zealand Herald’ 17.4.42) in April 1942 when he was listed as ‘Missing’ as “... *Hanbury Alfred William (Ordinary Seaman) – Mr W.A. Hanbury (Father)...*”. A photo of Alf appeared in the ‘Auckland Daily News’ (24.10.45) mentioning that he was 20 years of age, which was presumably his age when he left for Singapore prior to the Japanese invasion, and also there is the very poignant newspaper advertisement that appeared in many New Zealand newspapers at that time “... *MISSING IN BATAVIA – Any Returned POW ever in contact with Alf Hanbury, 3631, Radar, RNZ Navy, please advise his parents, Liverpool Road, Glen Eden, Auckland...*”. The most likely explanation is that Alf joined one of the evacuation vessels and lost his life when

that vessel was attacked on its way to Batavia – or even when he might have survived the sinking and joined one of the small groups of men trying to reach Java from the Banka Straits where so many vessels were captured or sunk.

- **HAYWARD – Able Seaman Jack Thomas Mason Hayward, #3731, RNZN** was on the crew of HMML 310 under the command of Lt Bull, RNZNVR, which evacuated Singapore on 13.2.42 with Rear Admiral E.J. Spooner and Air Vice Marshal Pulford, plus five staff officers and 26 other ranks as passengers. Near the Seven Brothers group of islands northeast of Banka Island the launch was attacked by aircraft and a destroyer, and it was decided to beach her on Tjebia Island and land the staff party. Later the Japanese boarded the launch, wrecked her machinery, and ordered the crew ashore. Jack Hayward died on Tjebia island on 30 April 1942 aged 22 years. He was the son of Leonard Joseph Hayward and Stella Beatrice Hayward of Wellington City. Some official sources such as the CWGC have him *attached* to ‘HMS Sultan’. Jack Hayward’s remains were disinterred from his grave on Tjebia Island after the War and reinterred at Kranji War Cemetery, Singapore where he lies in Collective Grave 31, D 1-17.
- **HERD – Lt. Hugh Launcelot Herd, RNZNVR.** Born Hastings, England 1898 (12.7.01??) he served with the Wellington Mounted Rifles, 41st Reinforcements and the NZ engineers in the First World War. During the interwar years he became a well-known Solicitor and Yachtsman in Wellington. As Captain of HMML 423 he left Singapore at 2030hrs on 13.2.42 with a crew of 3 Officers and 15 Ratings and was travelling near ‘HMS Dragonfly’ on 14.2.42 when that ship was bombed and sunk. On 17.2.42 HMML 432 was intercepted by a Japanese Cruiser and Destroyer off Banka island - there were 4 Officers and 48 ORs on board as passengers and in the view of the researcher they would have all owed their lives to the maturity and judgement of Hugh Herd in that he immediately beached his launch on Banka Island, rather than enter a doomed engagement– this possibly emanated from his First World War experience, his experience in practicing law and the benefit of his years of experience as a senior blue water Yachtsman. He became a POW in Muntok, Palembang and Changi. Hugh Herd died in 1974.
- **HILL – Able Seaman Leonard B. Hill, RNZNVR, DSM.** Born Auckland 22 September 1920 and employed as a Clerk prior to enlisting in August 1939. A keen yachtsman, after initial training he sailed to Britain with the Second Echelon in May 1940. In the company of Tim Hill, whose service number was immediately adjacent and has given cause for some confusion over their service, both Len Hill and Tim Hill went to ‘HMS Victory’ at Portsmouth for training and then to ‘Alynbank’ - a merchant ship converted into a floating anti- aircraft defence vessel. After eight months both men were sent back to shore for further training and then to ‘HMS St Christopher’ for training in seamanship in small boats, handling and gunnery before boarding ‘HMS Attack’ where they would have joined up with many of the other ratings (and officers) destined for the contingent that would make up the Singapore ML Flotilla. Leonard Hill was a member of the crew of HMML 310 which evacuated Singapore on 13.2.42 with Lt Johnny Bull, RNZNVR in command and Rear Admiral E.J. Spooner and Air Vice Marshal Pulford, plus five staff officers and 26 other ranks as passengers. Near the Seven Brothers group of islands northeast of Banka Island the launch was attacked by aircraft and a destroyer, and it was decided to beach her on Tjebia Island and land the staff party. Later the Japanese boarded the launch, wrecked her machinery, and ordered the crew ashore. A month later a native prau was made seaworthy and in it Lt. Bull, with Leonard Hill and another rating and two local Javanese made passage of seven days to Merak in Java, and then to Batavia, where arrangements were made to send help to those on the island. He and Johnny Bull finally returned home to NZ in April 1942, and both men later served together on ML 403 in the Solomon Islands. Len was awarded the DSM for bravery in the Far East.
- **HILL – Able Seaman Trevor Neville Hill, A/1887, RNZNVR.** Also recorded as A/B T. Hill RNZNVR in the 1945 report by Lt Cdr Campey, RANVR with the hand notation that he was a

'POW'. In a file in the UK Archives there is the record under 'Missing' of 'T. Hill. AB, RNZNVR'. In the newspaper 'Auckland Star' of 17 December 1943 there is the article 'After two years, Auckland Seaman safe, Prisoner of the Japanese' recording that "...Able Seaman Trevor Neville (Tim) Hill, RNZNVR, has been on the list of missing; now his parents, Mr and Mrs G. Neville Hill, 6 Kimberley road, Epsom, have received direct word from him that he is in good health though a prisoner of the Japanese in Moulmein, Burma. Printed on the card was 'I am with friends' and typewritten on the end of that was the name 'Sub- Lieutenant Staples'. Able Seaman Hill, who was a member of the crew of a patrol boat, was reported missing from a sea action in the Java sea following the evacuation of Singapore. He was educated at Auckland Grammar School, where he had a distinguished sporting record. He was a member of the First XV., won the school steeplechase, and three weights in the school boxing championships, gaining the Watson Cup for the most scientific boxer in two successive years. He won the Auckland secondary Schools half mile and mile championships and was second in the New Zealand junior mile. He was also a keen yachtsman, a member of the C class yacht 'Laloma'...". Trevor Hill, born 1 September 1920, had enlisted on 2 March 1940 and after his initial training at the New Zealand naval base at Devonport, Auckland was selected to enter the navy and be sent to the UK for training. Tim went to 'HMS Victory' at Portsmouth for training and then to 'Alynbank' - a merchant ship converted into a floating anti- aircraft defence vessel. After eight months he was sent back to shore for further training and then to 'HMS St Christopher' for training in seamanship in small boats, handling and gunnery before boarding 'HMS Attack' where he would have joined up with many of the other ratings (and officers) destined for the contingent that would make up the Singapore ML Flotilla. [Researcher Note: Message from David Hill" ... It may have been Ava his wife, or Christine Tim's daughter who told me '...he was fished from the water by the Japanese 3 days after ML311 was sunk.' I could not forget this description. Christine confirmed in our phone link that he was apparently confined in the cinema in Muntok. You might want to run this past Christine, but I would like to suggest the entry reads more like this – "Tim was one of the few survivors of the sinking of ML311 and spent 3 days in the water before capture. As a POW he passed through Java and Changi to the notorious Camp 5, in Moulmein, Burma." You might want to talk to Christine about this before making any changes, but I feel some change is necessary to do justice to his experience. With apologies.... D.. ". those men from ML311 who sailed the lifeboat from Sumatra to Java – and were later transported as POWs to Burma. (Source: National Museum of the Royal New Zealand Navy). Tim Hill was discharged on 14 January 1946.

- **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 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 described as “... 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...”.

- **HURNDELL - Able Seaman Lawrence Charles Hurndell, # NZ3012, Royal New Zealand Navy** was born in Carterton in the North Island of New Zealand on 19.9.22 and joined the RNZN in May 1941. After training at ‘HMS Tamaki’ with 50 other naval recruits he left Wellington on the ‘Johan Van Oldenbarnvelt’ for Singapore he was seconded to the Royal Navy in Singapore and after further training joined ‘HMS Grasshopper’. He was in the mess deck when a bomb struck the ship and was one of only three who survived that bomb. He received shrapnel wounds in his hips and lost a lot of blood so could not walk. Someone threw him overboard and he was placed unconscious on a Carley raft to reach shore. He eventually reached the hospital in Singkep and was operated upon by the well-respected Dr Kirkwood, Indian Army Medical Corps, who had also escaped Singapore but on the Red Cross launch ‘Florence Nightingale’. After several weeks he was transported by small boat to the Indragiri River on the east coast of Sumatra and placed in hospital in Rengat – which was where he was taken prisoner by the Japanese on 23 March 1942 (MI9 Liberation questionnaire). It was in Rengat at the ‘hospital’ that one of the other three survivors of the mess deck explosion finally died from his injuries. (Interview at his home in Christchurch, NZ). The event is recorded by his relative, Barney Neill on the ‘Singapore Evacuation 1942’ website as “... bomb hit the ship killing about 40 plus mainly civilians. He was injured in the bombing but managed to wade ashore after the ship was beached. He was captured by the Japanese in a village hospital ... “. Laurie Hurndell was taken from Rengat firstly to Padang and then north to the Belawan POW camp at the port of Medan where he spent two years working as a forced labourer at the port. In 1944 he was again moved north to be a slave labourer on the Pekanbaru railway where the conditions and death toll were horrendous. He talked of other New Zealanders on the Pekanbaru railway camps with him, Noel Betley, also RNZN and also on ‘HMS Grasshopper’ and also Guy McLeod a schoolteacher from New Zealand who had been working in Malaya and who in the Pekanbaru camps courageously operated a secret radio in the camps (he recalled Guy McLeod committed suicide a few years after being repatriated to New Zealand). In February 1943 he was reclassified from ‘Missing’ to ‘Prisoner of War with a NOK address of ‘Mr H. Hurndell, Park Road, Carterton. He was discharged from the RNZN in October 1945. He was the husband of Edna Eileen Hurndell and the son of Leonard William and Nellie May Hurndell.
- **INNS – Tpy Lt. Geoffrey Daniell Inns, RNZNVR, #27638**, born circa 1911, the son of Henry ‘Harry’ and Emily ‘Jane’ Daniell Inns he grew up in Masterton in the Wairarapa region of New Zealand, attending Masterton West School (1920-1922) later achieving ‘Matriculation to the University of New Zealand’ in 1928 (‘Evening Post’ 28.1.28) whilst at Wairarapa High School. He completed his schooling that year and appears to have moved to Wellington where he worked for the stationery and book publishing company Whitcombe and Tombs. He joined the Royal Port Nicholson Yacht Club in Wellington and was Club Secretary in 1933 (‘Evening Post’ 28.9.33) and later the Vice Commodore of the Club. He was a joint owner of the keeler ‘Nanette’. His address at that time was ‘c/o Mrs E.J. Inns, 4 Grafton Road, Roseneath, Wellington. He also obtained his master’s certificate before leaving Wellington along with other experienced yachtsmen in the RNZNVR for overseas service, and this led to him being given command of a small coastal vessel in Singapore. He was an officer on the small auxiliary minesweeper ‘Wo Kwang’ (350 tons) which had originally been in merchant service

in China but was requisitioned by the Royal Navy. It is not known when the 'Wo Kwang' left Singapore prior to the Surrender to the Japanese, but it is known that on 17 February that vessel along with four other small auxiliary minesweepers were in Batavia and as a group allocated to the 'Sunda Straits Auxiliary Patrol'. This complement of older coal burning vessels was soon substituted for more efficient small warships and the 'Wo Kwang' moved to Tjilichap on the south coast of Java where it left on 9 March 1942 for Australia as the Japanese advanced across Java. It is reported that the vessel, under the command of Lt D. G. Tait, RNVR, was sunk by a Japanese destroyer on 9 March - a group of nine crew members onboard are officially listed as having died on that date (according to naval-history.net it was 10 men and it seems four naval Lieutenants) – but Geoffrey Inns is recorded as having been one of eighteen men in a lifeboat that got away from the sinking 'Wo Kwang' and drifted for three and a half weeks before beaching back on Java , with only two men still alive. Those men became POWs. Geoffrey is officially recorded as dying on 13 March 1942, aged 31 years, so he must have survived for four days in the lifeboat. He was reported 'Missing' soon after ('Evening Post' 18.4.42) and officially recorded as having died 'On Service' in the 'Evening Post' of 19.12.45 and there are memorial notices inserted in newspapers by two of his sisters Mrs Nola Tansley of Eastbourne, Wellington, and Mrs Patricia McVeagh of Auckland. He is remembered on New Zealand Naval Memorial Devonport.

- **KINDRED – Able Seaman Henry 'Harry' 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 Wargraves 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, in charge of the Palembang POW camp where some survivors were later incarcerated, states that there were an estimated 14 survivors – Lyddon's report describes 8 of them.

- **LEITCH - – Able Seaman/Ordinary Seaman John Wilfred Leitch, RNZN, #3021**, aged 21/22 years died when 'HMS Anking' was sunk 250 miles south of Java. He was the son of John and Sarah Leitch (nee McGrath) of Newtown, Wellington. It is not known when John Leitch joined the 'HMS Anking' – presumably in Singapore, Batavia or Tjilichap. After escaping Singapore, the 'Anking' was in Batavia until 27 February 1942. At that point, orders were given to all British auxiliary vessels to leave Batavia. The fleet of vessels then reached the harbour of Tjilatjap (on the south coast of Java) on 2 March 1942. Because of the threat posed by the Japanese forces the fleet was warned not to enter the harbour. Therefore, the sloop HMAS *Yarra* was ordered to escort *Anking* along with the tanker *Francol* and the minesweeper MMS 51 to the Australian port of Fremantle. The convoy made progress southwards until the morning of 4 March 1942. On that morning, at about 0630, a squadron of three Japanese cruisers and two destroyers caught the convoy at sea. *Anking* was the first to be sunk after 10 minutes of shelling by the cruisers followed by HMAS *Yarra*, *Francol*, and MMS 51. The Japanese then headed northwards leaving survivors behind spread across a vast expanse of sea. John Leitch is remembered on Panel 2 of the New Zealand Naval Memorial, Devonport, Auckland.
- **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 troops from Sungei Pungor in Malaya 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 some time 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/remembering_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]).

- **MADDEVER - Sub. Lt. John 'Jack' Coombe Maddever, RNZNVR.** Born on 14 January 1910 and originally from the Tararua area (Pahiatua/Woodville) he moved to Wellington to take a job as a Clerk and by 1936 emerged as a well-known blue water yachtsman, sailing from the Royal Port Nicholson Yacht Club in Wellington on his yacht 'Nanette' with fellow RNZNVR officer Geoff Inns. In 1941 he enlisted in the RNZNVR and was commissioned as a 'Probationary Temporary Sub – Lieutenant. He was captured by the Japanese off Sumatra and became a POW in Palembang. After returning to New Zealand after the war he returned to a job as a Clerk and his passion for sailing at the RPNYC. In 1954 he started his own retail business and passed away in 1982.
- **MARKS – Assistant (or Acting) Cook Thomas Marks, RNZN, #3088,** aged 21 years and the son of Thomas and Louisa Marks of Roseneath, Wellington died on or about 16 February 1942 whilst attached to 'HMS Sultan'. He was presumably on a vessel involved in the evacuation of Singapore. He is remembered on Panel 6 of the New Zealand Naval Memorial, Devonport, Auckland.
- **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 Malayans. 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' at Bank Island on the morning of the massacre of some 80 civilians, Australian Army Nursing Sisters, merchant seamen, naval officers and Army Other Ranks on 16 February 1942.

- **MCHUGH - 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 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 "TP", 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 and 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 Signalman 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 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.

- **MITCHELL – Assistant Cook B.A. Mitchell, RNZNVR**, survived the bombing and scuttling of the Auxiliary minelayer 'Kung Wo', along with several other ratings according to the 'New Zealanders in the Royal Navy' (nzetc.victoria.ac.nz) which occurred near Pom Pong Island in the Rhio Archipelago. The 'Kung Wo' had previously been a river and coastal passenger / cargo vessel in China. Mitchell was born in Auckland on 13 April 1922 and prior to enlistment was a farmhand. He must have reached Sumatra and Padang to board an evacuation ship to safety because he served on 'HMS Marguerite' in the Persian Gulf during 1942 – 43.
- **MELLOR – Lt. T. E. 'Bill' Mellor, RNZNVR**. From Wellington and on the Advertising staff of the newspaper 'Evening Post' for 17 years before enlisting, he was a well-known yachtsman and the skipper of the keeler 'Mairangi' for many years and in 1937 jointly bought the yacht 'Astral' on which fellow RNVNR Lieutenant Anthony Ruthven Clarke – who became a POW on Banka Island before escaping and never being seen again - was a crew ('Evening Post 18.4.42 when Bill Mellor was first reported 'Missing'). Bill Mellor had been one of the first recruits under the 'Yachtsman Scheme' comprising ten officers of the RNZNVR who travelled together on the 'SS. Morella' bound for Singapore – the others included Basil Shaw and Arthur 'Peter' Martin who both lost their lives in the evacuation of Singapore. Bill Mellor had been in command of the auxiliary patrol vessel 'Huang Jao' prior to the Japanese invading Singapore island itself, mainly forays up into the inlets and river tributaries of Malaya, but for some reason was not on 'Huang Jao' on its final voyage to Sumatra and possibly had no part in the evacuation of Singapore. Bill became a POW in Changi POW camp, Singapore.
- **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** [killed at sea when 'HMS Anking' was sunk on 4 March 1942 250 miles south of Java escaping from Tjilichap to Australia]. Jack Neville was born in 1906 to Lily Elizabeth Neville and James Nathan Neville. He seems to have spent his early years at the Port of Lyttleton near Christchurch and firstly attended West Lyttleton School in Christchurch, New Zealand ('The Sun', Christchurch 23.12.14) where in Standard 3 he won a prize and later at Somerfield School ('The Sun' 21.12.17) where he gained an 'Attendance Certificate' for his time at Primary school. In 1927 he is reported as the Groomsman at his sister's wedding. He may have been named after a relative, also Jack Neville, who was the Town Clerk of Christchurch. Like many of the men who joined the RNZNVR as Temporary Lieutenants he was a recreational sailor, in 1940 he is recorded as one of the crew on the 33-foot cutter rigged racing yacht 'Galatea' in the Lyttleton to Akaroa Race - this yacht was a competitor at Christchurch Yacht Club events and also sailed out of the Banks Peninsula Cruising Club. In 1942 the 'Evening Star' newspaper reported Jack Neville as 'Missing' – along with many other RNZNVR and RNZN men involved in the evacuation of Singapore. Jack Neville had presumably made the journey from Singapore to Batavia aboard the *Anking* and must have remained in Batavia until 27 February 1942. At that point, orders were given to all British auxiliary vessels to leave Batavia. The fleet of vessels then reached the harbour of Tjilatjap (on the south coast of Java) on 2 March 1942. Because of the threat posed by the Japanese forces the fleet was warned not to enter the harbour. Therefore, the sloop HMAS *Yarra* was ordered to escort *Anking* along with the tanker *Francol* and the minesweeper MMS 51 to the Australian port of Fremantle. The convoy made progress southwards until the morning of 4 March 1942. On that morning, at about 0630, a squadron of three Japanese cruisers and two destroyers caught the convoy at sea. *Anking* was the first to be sunk after 10 minutes of shelling by the cruisers followed by HMAS *Yarra*, *Francol*, and MMS 51. The Japanese then headed northwards leaving survivors behind spread across a vast expanse of sea – one crew member who survived (see entry for Probationary Writer Desmond Russell) reported to the family of Desmond that the Japanese actually machine gunned the survivors in the water before leaving. Jack Neville is officially recorded by the CWGC as losing his life on 4 March 1942 aboard 'HMS Anking' and is remembered on Panel 7 of the New Zealand Naval Memorial at Devonport, Auckland.
- **OLDNALL – Able Seaman Herbert Robert Oldnall, RNZNVR, born Auckland 26 December 1918 and a leathermaker by trade. He was the son of Mr F.W. Oldnall, 2 Orchard Street, Avondale, Auckland 'Evening Post' 22 9.45). Oldnall was on board HMML 310 when it**

escaped Singapore on 14 February 1942 with Lt H.J. Bull, RNZNVR in command and very senior Navy and Airforce on board as passengers and was beached at Tjebia island, part of the seven Brothers group of islands, northwest of Banka Island. Herbert Oldnall and six others from the vessel (including Lt Pool, RN) repaired a prau and left Tjebia in April 1942 and reached Singkep only to become a POW in May 1942 and taken to Singapore where he was a POW at Roberts Hospital, before being sent to camps on the Burma Railway (Keno, Tarsao, Tamarkan and Konqueta where the Thailand side of the Railway ended and joined the line coming from Burma, plus many others according to his MI9 questionnaire). The 'Evening Post' listed him as 'Missing' in their 16 April 1942 edition, then the 'Auckland Star' of 27.9.43 reported that "...Mr F.W. Oldnall and family have received news that he is a prisoner of war in Japan...". The 'Evening post of 22.9.45 reported that he was safe and the son of Mr F.W. Oldnall, 2 Orchard Street, Avondale, Auckland. He died in Auckland on 23 December 1993 and is buried in Waikumete Cemetery.

- **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 of Manuteke, west of the city of Gisborne, 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). [Researcher 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.]

- **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 to 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.
- **RUSSELL – [Died in sinking of 'HMS Anking'] Probationary Writer Desmond Joseph Russell, RNZN, #2363**, died on 4 March 1942 aged 27 years from Waitara, when 'HMS Anking' was sunk 250 miles south of Java. [Note: CWGC has death as 31.3.42 which must be a typo]. He was the son of John George Russell and Catherine Mary Agnes Russell of Waitara, Taranaki and the nephew of Constance Bradley of Waitara. He is remembered on the Royal New Zealand Naval memorial, Panel 6 at Devonport, Auckland. After the war apparently

Desmond's brother and mother were present when an eyewitness to his death was reported "... after the sinking a witness was in the sea with Desmond and the Japanese turned up and machine gunned all the survivors they could see. Desmond died [the witness saw him die] and the witness played dead... the witness told the family what happened. This has never been entered into his official files..." (oral history recounted by the nephew of Desmond Russell 23.5.15) this was when the 'HMS Anking' in company with 'HMAS YARRA' and the tanker 'Francol' was sunk by Japanese warships south of Java as it tried to reach Australia.

- **RUSSELL – [Died in sinking of 'HMS Anking'] Probationary Supply Assistant Eric Ebenezer Brown Russell, RNZN, #3100, aged 31 years from Dunedin, died on 4 March 1942 when 'HMS Anking' was sunk 250 miles south of Java. In 1929 Eric Russell had Matriculated for entrance to university in New Zealand in Medical Preliminaries, Solicitors and general Knowledge, so he was an intelligent man ('Otago Daily times' 21.1.29).After the war the ODT of 20.2.46 recorded that he was lost at sea as a result of enemy action and that he was the son of Agnes and the late T.B. Russell, Mornington – also recording "... whose death on board HMS Anking when the sloop was sunk by a Japanese force off Java on March 3 1942, was educated at the Otago Boys High School and before the war was employed at the State Advances department, Wellington..."**
- **SARNEY - Able Seaman John 'Jack' Horace Sarney, aged 28 years, RNZN, # A1631, was born on 18 October 1916 in Auckland, NZ, the son of John Leonard Sarney, and had been a cabinetmaker earlier living at 1 Union Street, Newmarket, Auckland when he enlisted in the RNVR in 1935. Later in the war his wife Doreen Sarney lived at 53 Brighton Road, Parnell, Auckland. Jack Sarney was not a big man – being five feet five and a half inches in height with black hair and brown eyes. He joined the RNVR in 1935 as an AB and is recorded as 'Very Good Character' in his service records. He was mobilized on 2 9.39 and attached to the New Zealand Shore base 'HMS Philomel', before joining the armed merchant cruiser 'HMNZS Monowai' for a year in 1940 (during which time he trained as a Gunner) and then in December 1941 being attached to the Singapore shore Base 'HMS Sultan' until probably being urgently assigned to the crew of the "Kuala" in the weeks before the fall of Singapore. After the sinking of the "Kuala" he somehow made it to Sumatra and crossed that island to Padang. He was later captured by the Japanese at Padang on 17.3.42 and became a POW in Sumatra, soon becoming part of the 'Sumatra Battalion' (formed from 500 servicemen in the Army, Navy and Airforce from all Allied countries who had not managed to escape from Padang); they were initially moved to a camp in Medan in Northern Sumatra (book "The British Sumatra battalion by Mrs. Ann Apthorp) then in the camps of Mergui and Tavoy and then about twelve more camps in Thailand and Vietnam. He survived the War and returned to Auckland, NZ. (MI9 NZ questionnaire , NZ Archives and NZ Naval Museum posting records) ; Jack Sarney states he had joined the "Kuala" on the 11 February 1942 and when the ship was bombed he swam to shore, notably he states in a letter to his wife upon release from POW camp that the "Kuala" survivors were in fact machine gunned by the Japanese planes whilst they were in the water and attempting to climb onto Pom Pong island; his foot became poisoned on the trek across Sumatra and he was in hospital in Padang when the Japanese captured him. He became a member of the "British (Sumatra) POW Battalion" (letter from Jack Sarney to his wife September 1945). Jack Sarney survived the war and returned New Zealand reaching shore base 'HMS Philomel' on 5.10.45, then discharged from the RNZN on 18.2.46. He returned to civilian life to live a peaceful life at 53 Brighton Road, Parnell and then 4 Sollum Road, Panmure, Auckland, NZ.**
- **SCOTT – [Died in the sinking of 'HMS Yin Ping'] Signalman Arthur Donald Scott, A/1521,RNZNVR, was aged 26 years, Royal New Zealand Navy, son of Frederick and Claire (nee Freeman) Scott (CWGC and NZ War Graves project); from Auckland, New Zealand, MPK on 15.2.42 on the 'HMS Yin Ping' (www.naval-history.net); the Auckland War Memorial**

Museum records Arthur as being a Signalman in the Royal New Zealand Naval Volunteer Reserve and the RNZN have him as 27 years of age and from Whangerei. Arthur Scott was the husband of Jessie Adeline Scott and father of Donald Frederick Scott (who appears to have been born in the mid late 1930s and died in 2016), but excruciatingly for his family it appears it took almost six years for his death to be confirmed after the sinking of 'HMS Yin Ping'. The Royal Navy tug 'HMS Yin Ping' had been sunk in the Banka Strait off the west coast of Sumatra by shelling from Japanese warships on 15 February 1942 after it had evacuated servicemen from Singapore before the Surrender - which took place on the same day this vessel was sunk. Arthur Scott was one of 45-50 people killed in the attack and sinking – he was probably killed when the first shell struck the bridge of the vessel and killed everyone in that location - out of the 75-80 people on board. Initially, the New Zealand newspapers published on 20 April 1942 carried reports of him being 'Posted Missing' on the basis of advices received by his wife Mrs A.D. Scott, 62 Cook Street, City (Auckland), mentioning that he was aged 27 years and the son of the late Mr & Mrs F.C. Scott. They also reported that he joined the RNVR in August 1940 and had been overseas since July 1941. After the War ended the 'New Zealand Herald' of 29.9.45 carried the poignant notice "... *Would any returned Naval personnel or others having any information whatsoever concerning A/1521, Sig. Arthur Donald Scott, RNZNVR, missing at Singapore please communicate with wife Mrs Jessie Scott, c/o P.P. Erceg, No 2 RMD, Whangerei...*". Even in November 1945 the Bereavement notice from his family still said, "*Presumed killed near Sumatra...*". It wasn't until The 'Northern Advocate' newspaper on 14 February 1948 recorded five entries in its 'Roll of Honour/In Memorium' that his fate appears to have been known, and from those we learn that there was an entry from his "*...loving wee son, Donald...*", another refers to him losing his life "*... when the SS Yintung was sunk...*" and there was an entry from Jessie as "*...ever remembered...*". Jessie later remarried and her surname became Hill (she died in 2012). Arthur Scott is remembered on Panel 12 of the New Zealand Naval Memorial at Devonport, Auckland.

- **SHAW- [Executed on Banka Island after the sinking of the 'SS Tandjong Pinang'] - Lt. Basil Shaw, RNZNVR**, was born in Saltburn (also known as Saltburn - by - Sea and south east 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] 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.

- **SMITH – Tpy Sub Lt Phillip Wallace Smith, RNZNVR, #29567, aged 28 years** (CWGC records 26 years, but there is no birth recorded for him in New Zealand, so he was presumably born overseas) from Mt Albert, Auckland, died on 4 March 1942 when 'HMS Anking' was sunk 250 miles south of Java. Philip Smith was born on 5 December 1915 to Emily Maud Beecroft Smith and Joseph Wallace Smith and lived in Mt Albert, Auckland. He was a member of the Royal New Zealand Navy Volunteer Reserve (RNZNVR). Like many other reservists, Smith was accepted for training under Scheme B. In May 1940, a formal process for recruiting men in New Zealand for naval service came from the Admiralty. Philip Smith arrived at HMS *Ganges* at the end of October 1940 as an Ordinary Seaman. He remained in Britain for training and passed out in October 1941 at the end of October 1940 as an Ordinary Seaman. He remained in Britain for training and passed out in October 1941, being promoted to the rank of Temporary Sub-Lieutenant on 2 October 1941. As an officer he then was posted to

the shore establishment HMS *King Alfred* located in Howe, Essex. He was given further training here for the month of October 1941. He was then sent to HMS *Dolphin* a base for Royal Navy submarines and a training school for those entering service aboard submarines. He spent another month there training. His first operational posting was to HMS *Sultan*, the Royal Navy shore base located in Singapore. His posting is dated from 25 November 1941, twelve days before the Japanese navy attacked Pearl Harbour. When there he was posted to the depot ship *Anking*. His task in Singapore was to act as a liaison officer with the Dutch submarines that were based in the Dutch colony of what is now Indonesia. It appears that he was assigned to this task up until February 1942. On 11 February 1942 HMS *Sultan* was abandoned by the Royal Navy since the Japanese forces were halfway across Singapore Island and Singapore was being chaotically evacuated ahead of the surrender to the advancing Japanese forces on 15 February 1942. During the week before the Surrender a flotilla of some 50 assorted ships and launches attempted to escape to Batavia (now Jakarta), but only about 10 evaded the Japanese bombers and warships – the others were captured, beached or sunk with huge loss of life. Smith made the journey aboard the *Anking* and must have remained in Batavia until 27 February 1942. At that point, orders were given to all British auxiliary vessels to leave Batavia. The fleet of vessels then reached the harbour of Tjilatjap (on the south coast of Java) on 2 March 1942. Because of the threat posed by the Japanese forces the fleet was warned not to enter the harbour. Therefore, the sloop HMAS *Yarra* was ordered to escort *Anking* along with the tanker *Francol* and the minesweeper MMS 51 to the Australian port of Fremantle. The convoy made progress southwards until the morning of 4 March 1942. On that morning, at about 0630, a squadron of three Japanese cruisers and two destroyers caught the convoy at sea. *Anking* was the first to be sunk after 10 minutes of shelling by the cruisers followed by HMAS *Yarra*, *Francol*, and MMS 51. The Japanese then headed northwards leaving survivors behind spread across a vast expanse of sea. Philip Smith was amongst those survivors in a lifeboat, one of his officers later told his family that he had been wounded in the legs but gave his place to someone else – some say he simply jumped overboard from the lifeboat to make room for another man and swam away from the lifeboat- as a result lost his life that day. In the early evening, a passing Dutch vessel picked up the survivors from *Anking*. The final entry on his posting record card states ‘Death Presumed’. For his sacrifice and courage, Smith was awarded a posthumous Mention in Despatches. He was the son of Joseph Wallace Smith and Emily Maud Smith of Mount Albert, Auckland. He is remembered on Panel 8 of the New Zealand Naval Memorial, Devonport (Royal New Zealand Navy Museum, Devonport, Auckland, the CWGC and family memories published ‘New Zealand Herald’ 25.4.2009).

- **STAPLES** – the report by Lt Cmdr. Campey, RANVR, lists ‘1st Lieut., S/Lt. Staples, RNZNVR, POW’ as a crew member of ML311. This is Tempy. Lt. Edward ‘Ted’ Lawrence Staples, RNZNVR. The MI9 Questionnaire (in the New Zealand Archives in Wellington) completed by Ted Staples after the War records him as on HMML311, leaving Singapore on 12 February [sic] being sunk on 15 February in the Banka Straits, being injured, swimming to Banka Island, ‘borrowing’ a lifeboat and landing in Java on 10 March. A MI9 form in the UK Archives states that he was captured on 9 March 1942. This almost certainly confirms that Ted Staples was one of those described in ‘Behind Bamboo’ who, after the sinking, managed to find an abandoned Dutch lifeboat and over the next thirteen days and nights managed to sail the several hundred miles to Java – others were captured on 6 March 1942 at Bantam Bay on the North East tip of Java, but Ted seems to have been captured a few days later (some officers have a capture date of late March 1942). There is a record (17.1.45, Hutt News, New Zealand) that his father Mr. A. J. Staples of 7 Harborview, Lower Hutt received a POW card

from War Camp No.3, Thailand to say Ted was safe; in peacetime Lt Staples was apparently well known in Rugby Football circles in Lower Hutt, NZ., and had had been commissioned in the Royal Navy in 1940 before seeing service in the waters around Singapore. After the War, he was repatriated to the UK by RAPWI and on his return to New Zealand worked as Senior Technical Officer, Chemistry Section, Wallaceville Animal Testing Station, Upper Hutt, NZ. His gravestone in Waikanae cemetery, New Zealand shows his date of death as 4.11.2001 and that he was the husband of the late Edna Grace Handley Staples and the loved father of Ted and Lawrence Staples. A telephone conversation with Lawrence Staples and his wife Brenda (25.7.16) revealed that Ted never (understandably) talked much about his wartime experiences but kept in touch for decades with the POWs he had been close to in Burma. The family have drawn much of their knowledge of his escape from Singapore from the references to Ted (he is unnamed in the book) in Rohan Rivett's "Behind Bamboo" being the story of the survivors of the "SS. Siang Wo" which had been attacked and then run aground at Muntok . The website naval-history.net and its Day by Day (14.2.42) diary, incorrectly records Tempy. Lt. Edward 'Ted' Lawrence John Staples, RNZNVR, as having survived the sinking of the 'SS Vyner Brooke' with Captain Borton.

- **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 being 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 Roydon Tate, A/1770, RNZNVR. [Died after the surrender of Singapore – presumably on an evacuation vessel].** A C.R. Tate enlisted at the Drill Hall, Rutland Street, Auckland and then according to newspaper reports appears to have become a Flight Rigger for the Royal NZ Airforce. Regrettably little is known of the life of this man or even whether Charles Roydon Tate used the name Charles or ‘Roy’ is unclear - there is a farewell message in a local newspaper the ‘Auckland Star’ of 18.12.41 from a ‘Roy’ Tate wishing his friends compliments of the season and ‘Au Revoir’ in December 1941. His death is officially recorded as 16.2.42, at age 20 years, and also him being the son of Francis Alfred and Helen Agnes Tate of Auckland City. He is remembered also on Panel 11 of the New Zealand Naval Memorial, Devonport, New Zealand.
- **TAYLOR – Assistant Cook Bruce Gaunson Taylor, NZ3093, RNZNVR.** Bruce Taylor was born on 18 January 1923 in Dunedin, the son of Frank and Jane Noblet Taylor (nee Proctor). Bruce Taylor was a Shop assistant prior to enlisting. He was aboard ‘HMS Changteh’ (nzetc.victoria.ac.nz ‘New Zealanders in the Royal Navy’) which left Singapore on 13 February with several hundred RAF evacuees on board as passengers, and when she was sunk by Japanese bombers about 1100hrs on 14 February. To quote the Victoria University history on this event” ... *About forty men got away in a lifeboat and made their way down the coast of Sumatra. Taylor was one of three men who swam and waded four miles up a muddy estuary in a vain search for drinking water. All but ten of the boatload were brought to safety. They were suffering from hunger and exposure when they arrived at Rengat, on the Indragiri River in Sumatra, where they found Findlay and others, including two New Zealand ratings who had made the journey from Singapore in a landing barge. The whole party were taken to Padang, where they embarked on ‘HMS Danae’ for Tjilatjap in Java. Taylor, who was awarded the BEM for his courage and resourcefulness, lost his life with other New Zealanders in the destroyer ‘Stronghold’ which was sunk on 1 March after leaving Tjilatjap...*”. The old (1919 era ‘S Class’) destroyer ‘HMS Stronghold’ was sunk at 1858 hrs on 2 March 1942 when it was located by a Japanese taskforce comprising the heavy cruiser ‘Maya’ and the destroyers ‘Arashi’ and ‘Nowaki – about 50 survivors were picked up by the small Dutch merchant ‘Bintoehan’ and were later transferred to ‘Maya’’. Bruce Taylor was one of a group of New Zealand naval personnel on ‘Stronghold’ who lost their lives that day and is also remembered on Panel 9 of the New Zealand Naval Memorial at Devonport, Auckland. It was reported in the ‘Otago Daily Times’ of 13.4.44 that the Governor General of New Zealand presented Mr & Mrs F. Taylor of Abbotsford, Dunedin with the British Empire Medal awarded to their son, Bruce Gaunson Taylor, who was officially reported ‘Missing’ after the fall of Singapore.

- **TAYLOR – Tpy Lt Frederick ‘Fred’ Taylor, RNZNVR**, the son of Mr George Taylor, Avoca Street, Kaikoura a small coastal town on the east coast of the South Island in New Zealand. No MI9 Liberation questionnaire is held on the COFEPOW website, so it is not known where he was captured. The ‘Evening Post’ of 24.6.42 records that he was previously reported ‘Missing’ but was then know not have become a POW of the Japanese. Records of the RNZN show that he was held at Cycle Camp (in Burma or Java?) until 8 October 1942 then moved to No. 3 Branch Camp, Nike Thailand and/or Moulmein Camp Burma. He was recovered and repatriated from Singapore by air on 29.9.45 with Lt Bill Bourke, RNZNVR and Lt J.B. Clarke, RNZNVR.. No other information has been located for Fred Taylor.
- **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).
- **WICKS - Ordinary Seaman Colin Henry Wicks, RNZN, #3075**, aged 23 years from Waltham, Christchurch died (‘MPK’) on or about 16 February 1942, officially attached to ‘HMS Sultan’ but he probably either in Singapore or amongst the islands of the Dutch East Indies. He was the son of Gordon Hubert and Ethel Wicks of Waltham Christchurch, New Zealand and attended Waltham Primary School in an inner-city suburb in Christchurch – ‘The Press’ of 21.10.29 record him winning a prize for “...an article made from a kerosene tin...” at the School Fair when he was about 10 years of age. Nothing else is known of Colin Wicks life but it is presumed he boarded one of the evacuation vessels from Singapore prior to the surrender to the Japanese given the date of death.
- **WILSON – Temporary Lieutenant William Scott Wilson, RNZNVR** from Auckland and a member of the ‘Wilson & Horton’ publishing family was one of the Tpy Lts on the ‘SS Morella’ (Shaw family photo collection) from Sydney to Singapore in April 1940. According to notes attached to the photo, he appears to have been allocated to the crew of a destroyer but had an argument with the captain of that vessel and instead evacuated Singapore on the armed Auxiliary coastal vessel ‘HMS Kedah’ which had previously serviced the from Singapore to Pahang carrying people to the races. The ‘Kedah’ left Singapore on 13 February 1942 with about 300 (some say 750) Army and Airforce personnel on board, it experienced repeated bombing attacks but under the skilled handling of Captain J.L. Sinclair made it to Palembang and then Batavia. After clearing Tandjong Priok it reached Tjilichap and left there at the end of February for Colombo with GHQ personnel on board including General Wavell. The vessel was again heavily bombed and reached Colombo under the tow of ‘HMS Dragon’ on 9 March 1942 In the ‘Evening Post’ of 22.5.42 he was reported now ‘Safe’, after previously being reported ‘Missing’.
- **Ty. Sub – Lt. Alexander Henry Yule.** Born 26/11/1908 he was a ‘Scheme Y’ recruit who was sent to HMS Sultan, the shore base in Singapore, as a Probationary Temporary Sub-Lieutenant, and he is shown as posted to that shore establishment from 29/4/1941. On the

same day, he was confirmed in rank as a Ty. Sub-Lieutenant. He was posted to the auxiliary vessel 'HMS Giang Bee'[?] from 7/7-21/10/1941. He was promoted to Ty. Lieutenant 29/7/1941. He was then posted to 'HMML 1063' 22/10/1941 and according to RNZN records was on her at the time of the fall of Singapore so he presumably reached Batavia on HMML 1063 during the evacuation of Singapore, and after that safety in Fremantle or Colombo, because on RNZN records he was posted off on 1/3/1942. He was then posted to 'HMS Atreus'. She was a minelayer serving as a depot ship and he served in her 2/3/1942-26/5/1943. He was then returned to New Zealand and was posted to Philomel from 27/5/1943. On 4/9/1943 he was posted to the minesweeper 'HMNZS Mai' and served in this vessel to 6/2/1944. On 7/3/1944 he was posted to 'HMNZS Matai' and served in the Solomons up to December 1944 when she returned to Auckland. After service at Philomel & 'HMNZS Cook' he was posted to the minesweeper 'HMNZS Killegray' 26/4/1945 and served in her until February 1946. He was posted to 'HMNZS Kiwi' from 13/2/1946 and served in her until 30/7/1946. He was then posted ashore to Philomel and served there until 26/8/1946 when he was discharged from the RNZN.