

SECTION 7.

SEA TRANSPORT

S Y N O P S I S

I now propose to introduce evidence in support of the seventh section of this phase. This section relates to treatment of prisoners of war and civilian internees by the Japanese in the course of transportation by sea. This evidence consists of twenty affidavits. I also refer the Tribunal to evidence already given by various witnesses, and the evidence that will be given by subsequent witnesses in other sections of this phase insofar as it relates to such treatment.

(a) I tender for identification I.P.S. Document No. 5232. This is an affidavit made jointly by Sergeant Raymond C. Richardson and Technical Sergeant John G. Murdoch both of W. S. Army Air Corps. I offer in evidence those parts of the affidavit which have been translated. They are indicated on left hand margin of document.

.....

The affidavit shows that on 2nd. October, 1942, about 1900 American prisoners of war were forced into 2 large holds and one small hold of the Tottori Maru at Manilla. They were so tightly packed that only three-quarters of the prisoners could lie down at once. The ventilation was absolutely inadequate. Six latrines only were allotted for the use of 1900 men most of whom were suffering from dysentery. The daily ration was six soda crackers and a canteen of water. After eight days the ship reached Formosa where a number of Japanese troops disembarked. As a result the prisoners had more room but were still overcrowded; and three more latrines were made available. The ration was increased by a dish of rice per man per day. No medical supplies or facilities were made available throughout the journey which ended at Osaka on 11 November, 1942. Fifteen prisoners of war died as a result of the conditions on the ship and the lack of medical supplies.

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(b) I offer I.P.S. Document No. 5234 for identification and excerpts marked therein in evidence. It is an affidavit made by Captain Edward R. Nell, an American Medical Officer.

.....

I propose to read this document from the foot of the first page.

.....

(C) I offer I.P.S. Document No. 5307 for identification and tender the marked excerpts thereof in evidence. It is an affidavit made by Technical Sergeant Clyde P. Sullivan of the

U. S. Army.

.....

I will now read the marked excerpts of this document.

.....

(d) My next document, an affidavit made by Master Sergeant Arthur I. Baclawski of the U.S. Army, is I.P.S. Document No. 5194. I tender this document for identification, and the marked excerpts thereof in evidence.

.....

The affiant was captured at Bataan in 1942. He left Manila on 1st. October, 1944, and arrived at Taiwan on 8 November, 1944. The last excerpt, beginning on page 1, describes this journey. I will now read it.

.....

(e) Prosecution Document No. 5193 is the sworn record of the interrogation of 1st. Lieutenant Harold Whitcomb of the U.S. Army. I tender the document for identification and the marked excerpts thereof in evidence.

.....

The affiant was captured by the Japanese at Bataan in April, 1942. I now propose to read from the excerpts for translation beginning at the second answer on page 2 of English version. I shall omit the questions.

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(f) I.P.S. Document No. 5216 is the sworn interrogation of Corporal S. L. Baker of the U.S. Marine Corps. I tender the original for identification and the marked excerpts thereof in evidence.

.....

Corporal Baker was captured by the Japanese on Wake Island on 23rd. December, 1941. I will now read from last answer on Page 2 of the English version to the end of that answer.

.....

(g) Prosecution Document No. 5215 is the sworn interrogation of Mr. J. F. McDonald an American citizen. I tender the original for identification and the excerpts in evidence.

.....

This document refers to the same voyage as that described in immediately preceding exhibit. The affiant states that before embarking on the ship every prisoner was furnished with a copy of Regulations for Prisoners. I will now read paragraphs 1, 2 and 4 of such Regulations.

.....

(h) My next document is affidavit of L.A.C. Thomas William Adamson of Royal Air Force, Prosecution Document No. 5142. I tender the original for identification and marked excerpts in evidence.

.....

This affidavit refers to the transportation of 200 sick British prisoners of war from Amboina to Java in May, 1944. During the course of the voyage the Jap. Sergeant Major in charge of the prisoners beat a Corporal Taylor until he fell to the deck half conscious and then with a sword killed him by partly severing his head from his body. The affidavit also describes the beating of other prisoners by this Sergeant Major.

.....

(i) I now produce affidavit of Flight Lieutenant William M. Blackwood of the Royal Air Force. It is I.P.S. Document No 5151. I tender the affidavit for identification and the marked excerpts in evidence.

.....

I propose to read this affidavit from paragraph 1.

.....

(j) I.P.S. Document No. 5190 is an affidavit made by Colonel Charles Hubert Stringer of Royal Army Medical Corps. I offer this document for identification and the marked excerpts in evidence.

.....

I will now read this document from paragraph 2.

.....

(k) I next refer to I.P.S. Document No. 5170. It is the affidavit of Warrant Officer John Owen Edwards, Royal Corps of Signals. The marked excerpts have already been admitted in evidence as Exhibit No. during the Formosa section of this phase. I will now read the 2nd. paragraph of this affidavit which describes a voyage to Formosa.

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(l) My next document is I.P.S. Document No. 5377 an affidavit made by former Captain J. L. Hands of 2/3 Machine Gun Battalion Australian Imperial Forces. I tender the original for identification and the marked excerpts in evidence.

.....

I will now read this document from paragraph 1.

.....

(m) I.P.S. Document No. 5158 is an affidavit by Captain James Forbes Lawrence of the Gordon Highlanders. I tender the original for identification and the marked excerpts in evidence.

.....

The first four paragraphs of this affidavit tell of the embarkation 1300 British and Dutch prisoners of war at Singapore on 27 June, 1944, and their journey to Manila Bay on a 7000 ton freighter. All were thin, emaciated, half-starved and riddled with diseases such as dysentery, malaria and beri beri. They were almost naked. They were jammed into two holds and were so tightly packed that groups took it in turns to huddle in a corner while others lay down. The atmosphere inside the holds was stifling. There were insufficient latrine facilities on deck and none at all in the holds. Men too weak to go on deck excreted where they lay. I will now read paragraphs 6, 7, 8 and 9 of the affidavit.

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(n) I.P.S. Document No. 5146 is the affidavit of Captain Saxon Geoffrey Dawes of Royal Artillery. I tender the original for identification and the marked excerpts in evidence.

.....

The affidavit describes a voyage on a 1000 ton freighter from Singapore to Saigon from 2nd. February to 7th February, 1945. Two thousand British prisoners and 300 Javanese were crammed so tightly that it was almost impossible to move. The atmosphere in the holds was suffocating. The majority had dysentery and were too weak to move to the latrines. The Javanese were dying at the rate of six a day. Rations consisted of rice and water. The Japanese ate the Allied Red Cross rations. No provision was made for the sick.

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(o) I.P.S. Document No. 5207 is my next affidavit. It was made by former Lieut.-Col. Eric Kenneth Scott of the British Army. I offer the original for identification and the marked excerpts in evidence.

.....

The affidavit states that a draft of 1800 British prisoners of war were embarked at Batavia on a 5000 ton ship on 21st. October, 1942. A large number were not in a fit state to travel, many were stretcher cases and 100 to 200 collapsed on the march to the dock. The prisoners were crammed down from hatchways. They were so tightly packed that it was impossible to lie down. Those immediately under the hatchways were drenched every time it rained. Sickness increased and the prisoners formed an emergency hospital. Neither blankets nor medical supplies were provided.

On the morning of 26th October at Singapore the prisoners were disembarked and hosed down. They were then marched to the roadside. Here they were ordered to take down their trousers and a glass rod was inserted in each man's anus. This was done in full public view. On 29th October, 1081 of these prisoners were transhipped to another ship of 5200 tons. The ship sailed on the following day. Conditions were similar to those on earlier voyage. Sickness increased. When the ship reached Moji on 24th November, 700 were sick, 280 being left on board as too sick to move. Sixty-three had died at sea and one had committed suicide.

.....

(p) I.P.S. Document No. 5144 is an affidavit made by Warrant Officer Alfred Pritchard of the Royal Air Force. I tender the original for identification and the marked excerpts in evidence.

.....

I will now read paragraphs 1 to 5 of this document.

.....

(q) My next document is the sworn interrogation of Homeguard Sergeant A. Van Blommestein of the Netherland East Indian Army. It is Prosecution Document No. 5323. I offer the original for identification and the marked excerpts in evidence.

.....

The affidavit states that at the end of October 1942, he was transported by the Japanese from Batavia to Langoon. I will now read his answer to the 5th question in the interrogation.

.....

(R) Prosecution Document No. 5324 is a statutory declaration by Lieutenant John K. Benge of Royal New Zealand Airforce. I tender the original for identification and the marked excerpts in evidence. The declarant states that he and five other prisoners were taken from Sourabaya, Java to Japan about the middle of 1944. The voyage lasted 17 or 18 days. I will now read the 3rd. paragraph of page 2 of the English version of the document.

.....

(S) My next document is an affidavit by Sister Nesta Gwyneth James of the Australian Army Nursing Service. It is Prosecution Document No. 5376. I offer the original for identification and the marked excerpts in evidence.

.....

I will now read paragraphs 3 of this affidavit.

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(T) Prosecution Document No. 5293 is an affidavit by a Dutch civilian Isaac Samuel Dixon. I tender the original for identification and the marked excerpts in evidence.

The affidavit states that 1750 European P.O.W, 600 Ambonese P.O.W and 5500 Indonesian coolies (forced labourers) were put on a 5000 ton cargo ship on 19 September, 1944, for transportation from Java to Sumatra. I will now read from the beginning of 2nd. paragraph on page 2.

I draw the Tribunal's attention to the inconsistency in the matter of dates in that the ship is stated to have left on 19th September and to have been torpedoed on 18th September. I cannot say which of these dates is wrong but the date has no particular relevance.

(U) My last document is an affidavit by Lieutenant Geoffrey Cadzo Hamilton of the Royal Scots. It is Prosecution Document No. 5191. I tender the original for identification and the marked excerpts in evidence.

This affidavit states that 1816 prisoners of war were put on the Lisbon Maru at Hong Kong on 25 September, 1942. There were also 2000 Japanese troops in the ship. The prisoners were grossly overcrowded and didn't have room to lie down in the hold. I will now read from paragraph 4 to paragraph 7 of the affidavit.

That concludes the documentary evidence in support of this section of the phase.

RAYMOND C. RICHARDSON; J. G. MURDOCH.

Q. Will each of you please state your name, rank, serial number, age and permanent address?

RICHARDSON: My name is RAYMOND C. RICHARDSON, I am a Sergeant in the U. S. Army Air Corps, my serial number is 19020678...

MURDOCH: My name is JOHN G. MURDOCH, I am a Technical Sergeant in the U. S. ARMY AIR CORPS, my serial number is 6948828, I am 26 years of age...

.....

RICHARDSON AND MURDOCH: On or about 2 October 1942, approximately 1900 American prisoners of war were placed on board a 9,000 ton freighter by the name of Tottori Maru at Manila, P. I. The American prisoners of war were forced into the small holds at the point of a bayonet and a sword that the Japanese had. Two large holds and one small hold were occupied by the American prisoners of war and we were allowed only one deck of the hold. The men were packed in so tightly that no more than approximately three-fourths of the men were able to lie down on their sides, head to foot, at one time. The ventilation system was of canvas and the fabric was torn at the base of the ventilator and the open space was blocked by baggage, preventing the air from coming in. Up until we arrived at Formosa on or about 10 October 1942 there were approximately 200 Japanese soldiers on board also and they occupied the upper deck of the center hold and the fourth and fifth holds. Upon arrival at Formosa all the Japanese soldiers were taken off except a force of guards who remained in the center hold. This allowed the American prisoners of war to spread out a little more going back into the fourth and fifth holds. However, this still did not relieve the crowded condition to any great extent. At Formosa all the American prisoners of war were allowed to go ashore and take a bath and clean up, at which time the ship was also cleaned up. During the first ten or twelve days the American prisoners of war received a ration equivalent to about six soda crackers per day and one canteen of water. After leaving Formosa the Japanese added to our rations one dish of rice per day. The American prisoners of war were allowed to go up on the top deck at any time during the day or night and approximately one-third of the men were able to go up at one time. The sanitary conditions aboard this ship were very inadequate in that we had only six latrines for the entire 1,900 men during the first eight days of the trip and after the Japanese soldiers were taken off we had access to another latrine which would accommodate three men. These conditions were very inadequate in that most of the American prisoners of war had dysentery very badly. The Japanese furnished no medical supplies or facilities during the entire trip. The men were all dressed for tropical climate and as we approached the colder weather about ten days out of Korea the Japanese made no effort to furnish any heat and did not furnish the American prisoners of war additional clothing. During the entire trip there were approximately 15 American prisoners of war that died as a result of the conditions that prevailed on the ship and from lack of medical attention. We debarked from the Tottori Maru at Osaka, Japan, on 11 November, 1942.

.....

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NELL, EDWARD R. Capt. ASN 0-366913
(Rank)
after being duly sworn at 29th Replacement Depot, Luzon. P.I.

on 17 September, 1945, testified as follows:

Q. How old are you?

A. 37

Q. Were you captured by the Japanese or made a prisoner of war, and if so, when and where?

A. Yes at Kilometer post 184.5 Bataan, 11 Apr 42.

Q. What was your unit at the time of your capture?

A. 57th Inf (P.S)

Q. By what Japanese unit were you captured?

A. Jap infantry.

Q. Do you expect to be repatriated, and if so, to what country?

A. United States.

Q. What will your complete address be after your repatriation?

A. 328 S. Rose St., Kalamazoo, Mich.

Q. Will you state the names and locations of the camps at which you were held as a prisoner of war and the dates you were confined at each camp?

Compound or Camp	Location	Dates
A. Death March	Mariveles	4 Apr 42 - 23 Apr 42
O'Donnell	P.I.	24 Apr 42 - Oct 42
Cabanatuan	P.I.	Oct 42 - Nov 42
Umeda	Osaka	Nov 42 - May 45
Tsuruga	Japan	May 45 - Sept 45

Q. Do you know or have you reason to believe that the Imperial Japanese Forces failed to treat prisoners of war with humanity or otherwise committed atrocities or war crimes against them?

A. Yes.

Q. Will you state all facts in detail pertaining to atrocities, war crimes, violations of Rules of Land Warfare and human decency at Transportation, the dates thereof, the perpetrators, giving their (camp or other place) names, ranks, units and other identifying information.

A. On 7 Nov 1942 I sailed from Pier 7, Manila with 1650 POW and 1500 to 2000 Japanese soldiers. We were on Nagato Maru, a Japanese freighter of approx. 4 or 5000 tons. The POW were on the bottom deck of each of the 3 holds. We were extremely crowded, most had standing room only. The Jap soldiers occupied the upper decks in each hold. The Americans were not allowed on deck for two days after we sailed. The air was foul, many lost consciousness. We had one canteen cup of water per day per man. The morning meal was about 200 grams of rice and a soup of fermented bean past. The evening meal was about the same amount of rice and a small quantity of fish, about 20 grams.

"Nagato Maru"

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We received no medicine for the sick at all. Most men who were ill were suffering from illness caused by deficient diet, diarrhea, beri-beri, protein edema and malaria. Beginning about 9 Nov approx. 40 men from each hold were allowed on deck for periods of an hour. There were latrines on deck but the men with bowel disorder often were unable to get to the deck. For 3 days there was no sanitary facilities below decks but then we stole some buckets which we were able to empty. There was some mistreatment of POW in the after hold as kicking and beating men when the Japs were going after supplies that were stored there.

Beginning Nov 9 they allowed me to bring the severely sick on deck to an improvised sick bay. I repeatedly requested medicine from Lt. Murata and Sgt. Hoshino. Both Jap Army medical men. I don't know their first names. They never supplied any medicine. These two Japs had no outstanding characteristics. I'm not sure I could identify them now. On about 12 Nov the convoy we were in was fired on by a submarine. Our ship was not hit. There were no distinguishing markings on our ship.

The extreme physical discomfort of the men caused a complete breakdown of morals; they snarled at each other, quarreled and insulted officers for no reason. Hunger was so extreme that they asked for the left overs of the Japanese meals. We arrived at Moji 25 Nov 1942.

The following men died at sea as a result of the combination of factors prevalent on the ship. All were able bodied when we got on the ship.

Wood, William R O-361066, 1st Lt. 24th FA

Died 11/7/42 Born 6/3/15 Cause of death beri-beri myocarditis.

Danca, Richard R. O-405705, 2nd Lt. 192 Tank Bn

Died 11/13/42. He was born 10/23/16 Cause of death starvation and generalized sepsis

Truesdell, Willard M O-183609, Maj. Inf

Died 11/17/42 Cause of death starvation and generalized sepsis

Linke, Harold F. 290050 Pfc, 4th U.S.N.C.

Died 11/19/42 Chronic Diarrhea

Free, Edward G. 31430 Pfc, 4th USMC

Died 11/21/42 cause chronic diarrhea, and pellagra.

Keough, Harry 3248800 Chief Water Tender, UNS

Died 11/21/42 cause chronic diarrhea and pellagra.

Howard, Thomas O, 6839506 T/Sgt, 60th CA (AA)

Died 11/23/42 cause beri-beri myocarditis.

Johnson, Albert L., O-80338, 2nd Lt US Engineer Corps

Died 11/24/42 starvation and chronic diarrhea.

When we arrived at Moji the temperature was about 45 degrees F with a high wind. We were made to line up naked on deck before all the people on the dock while the Japanese took a specimen from each rectum. This exposure to public gazes was unwarranted.

I am a medical officer and the diagnosis of the illness and causes of death are correct to the best of my knowledge without benefit clinical or laboratory assistance.

(S) EDWARD R. NEIL

Capt, Med. Corps, USA.

Subscribed and sworn to before me this 17th day of September, 1945.

CERTIFIED A TRUE COPY:

/s/ Charles H. Sullivan

Capt, C.M.P.

(S) JOSEPH E. TINKHAM

1st Lt. JAGD

A CERTIFIED TRUE COPY:

Everett Checket

Everett Checket

Major, Infantry

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"CONFIDENTIAL" to "RESTRICTED"
by order of the Secretary of War-
By /s/ E. Checket, Major, Inf.

State of Washington)
County of Pierce) SS

I, Clyde P. Sullivan, of lawful age, being duly sworn, on oath depose and say;

I am T/Sgt, ASN 6333884. My permanent home address is 5403 Florida Avenue, Tampa, Florida. /I was captured by Japanese infantry on Mindanao Island, P.I., in a general surrender on 10 May 1942. After being confined in the Philippine Islands until July 1944, when I was transferred by ship to Japan in a trip which lasted until 3 September 1944.

The prisoners of war were not provided with proper medical care, food or quarters in this ship during the trip.

An Army Lt called Shiboto (phonetic), who wore the insignia of Formosan troops and who seemed to be a Formosan, rather than a Japanese, was in charge of the prisoners during the trip from Davao to Japan. He was 35 to 40 years old, weighed about 150 pounds, was about 5 feet 7 inches in height, did not wear glasses had a thin face and high cheek bones, had a stiff military posture, a dark complexion, a black Charley Chaplin type mustache and a shaved head.

Approximately 1200 prisoners, divided into 600 men for each hold, were crowded into the ship so closely that 400 would have to stand in shifts so that the other 200 could sleep. This condition lasted for over 20 days until we reached Cebu. The sanitary facilities were insufficient and consisted only of a bucket holding 5 gallons for 600 men. The only medical supplies available were those which one of our own doctors brought with him, and these were meager and insufficient, because the men were suffering from sores, beri-beri, malaria, malnutrition ulcers, diarrhea, and many other diseases. The food available consisted only of 400 grams of rice per day per man, which was about one pint, after it had been cooked. All the men lost from 20 to 40 pounds during the trip. We were weighed at the beginning and end of the trip and I, myself, lost 33 pounds. The air was foul and the heat while confined in the hold was so intense that men were overcome. Three men died from the existing conditions during the trip. We received one pint of water per day, which was insufficient because of the heat and close confinement. Protests made by the ranking officer, Colonel Stubbs, were ignored.

400 stood
while
200 slept
20 days

lost
30-40
lb

4

Ship

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Colonel Guy V. Stubbs, from Peatsbottom, Pennsylvania; Cpl. Paul Sapin, from Texas; Pfc Harry Taylor, from Colorado; Captain Blinky, a medical officer from Ohio; and Captain Keeley, a medical officer from New Jersey were present with me all during the trip and can corroborate my statements. I can give no further description of the persons responsible for conditions which I have described, and I can state no further details concerning the matters described in this affidavit.

/s/ Clyde P. Sullivan
T/Sgt. 6333884

Subscribed and sworn to before me this 7th day of October 1945, at Fort Lewis Washington.

/s/ Arthur G. Bouley
ARTHUR G. BOULEY
CWO, U S A
Asst Adjutant General
ASFTC Fort Lewis, Wash.

Witness:

/s/ Robert R. Hepperle
Agent SIC95C

A CERTIFIED TRUE COPY:

/s/ Everett Checket
EVERETT CHECKET
Major. Infantry

XXXXXXXXXXXX
RESTRICTED /s/ E.C.

RESTRICTED

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by order of the Secretary
War-By/s/E. Checket, Major, IN

(3)
A F F I D A V I T

STATE OF CALIFORNIA)

City and County of San Francisco)

SS:

ARTHUR M. BACLAWSKI, of lawful age,
being duly sworn deposes and says:

I am a Master Sergeant in the U.S. Army
200 Coast Artillery, ASN 38012473. I am thirty-six years of age
and my permanent home address is 1064 E. 79th Street, Cleveland,
Ohio. I have completed four years of college and received a
Bachelor of Arts Degree at the Ohio State University in 1932.

I entered military service of the
United States 28 March, 1941, at Santa Fe, New Mexico; was sent
overseas in September, 1941, and returned from overseas 8 October,
1945.

I was captured on Bataan, Phillipine
Islands, 8 April, 1942, while serving in the Weather Section of
Headquarters Battery, 200th Coast Artillery. My duties included
surveying and drafting. I was held in custody as a prisoner of
war by the Imperial Japanese Government from 8 April, 1942, to
11 September, 1945, at the following places: Camp O'Donnell,
Phillipine Islands from 2 June, 1942, to 21 September, 1943; Los
Penos, Phillipine Islands, 21 September, 1943, to 30 September,
1944. From 1 October, 1944, to 8 November, 1944, I was enroute by
boat from Manila, Phillipine Islands, to Camp Engin (phonetic) to
Taiwan (Formosa). I left Taiwan on 12 January, 1945, aboard the
MELBOURNE MARU and arrived at Kozaka in the Sendai area, Japan
on 27 January, 1945. I was held in Kozaka until my liberation
11 September, 1945. I was appointed squad leader by the Japanese
at Kozaka and held this position for five months.

The only two Japanese in my places of
imprisonment whose names I can now recall were Supply Sergeant
Osani (phonetic) who was nicknamed the "Skull" and Corporal
Kurada, a Japanese medical corpsman. Both of these men were
stationed at Kozaka.

It is difficult to describe the
conditions on our trip from Phillipine Islands to Taiwan. We
travelled in a hold aboard a small collier which was very old
and had been reconditioned. Seven hundred American prisoners,
including myself, were loaded into the hold of the ship which
was approximately 40 or 45 feet long, 30 to 35 feet wide and
approximately 30 feet deep. Coal to a depth of 10 feet covered

32 dead
Heat
30 day trip

the entire floor of the hold. About 400 other American prisoners were loaded in the aft hold of the ship which was located immediately behind the ship's engine room. The heat in the hold was almost unbearable and I was told that the aft hold was even hotter. There was not room enough in our hold to lie down. The hold probably should have accommodated about 250 men. Thirty-two American prisoners in our hold died from suffocation and heat exhaustion during the thirty day trip. Many of the men were cut off their heads due to the intense heat. The hold was covered with wooden planking with about two inches spacing between the planks and, during air raids, canvas covers were pulled across these planks completely shutting out the air. After about six days, the Japanese laced cables into and around the planking covering the hold which would have made escape impossible in the event the ship was sunk. There were no light of any kind in the hold. We were told by the Japanese at the start of the trip that we would receive one U.S. Army Canteen cup of water per man per day. However, we only received this amount on four or five occasions when we touched that many ports.

I received about two-thirds of a cup per day. However, on some days we were completely without water. We received two meals per day normally. However, between the weather and air raids, they often cut this to one meal. The Japanese tried to make up for this cut in our ration on the following days but this was never completely accomplished. According to the notes of the trip which I kept, on 13 October, 1944, we received 3/4 of a cup of cooked rice in the morning and 3/4 of a cup of cooked rice mixed with seaweed for our second meal on that day. On 20 October, 1944, when our boat was in the port of Hong Kong, I received 1/3 canteen cup of stewed greens and one canteen cup of steamed rice in the morning and in the afternoon I received about 2/3 of a cup of steamed rice. On some days we received less than these amounts. The food was prepared by the American prisoners and lowered to the hold in wooden buckets attached to ropes.

There were no latrine facilities in the hold and buckets and cans were lowered on ropes for the men to relieve themselves and then pulled back to the deck and disposed of. It was necessary for many of the men to dig holes in the coal to use as toilets. As a result of this, the floor was continually filthy and dirty. All of the men had severe cases of diarrhea at sometime during the trip. I was allowed on deck three or four times for fifteen minute periods during the entire trip. I believe that all the Americans managed to get on deck about that number of times.

There were some American Red Cross medical supplies on board the ship. However the supplies were

soon exhausted. At the start of the trip, our officers secured vitamin tablets from the Red Cross parcels and passed these out at the rate of two tablets per man per day and the supply was exhausted by the end of fifteen days. Medical facilities on the boat were practically nil and included small amounts of sulfa tablets. The physical conditions of the Americans at the beginning of the trip were reasonably good but at the end of the trip all prisoners were in poor shape. The Japanese commander at our destination remarked that ours was the worst group of prisoners physically that he had ever handled. I lost approximately twenty pounds during the trip.

I do not know the names of any of the Japanese in charge of the ship. However, I learned that the ship's commander had recently been in charge of prison ships from Mindanao to Japan.

The following U.S. Army officers and enlisted men were my fellow prisoners during this trip and could possibly furnish further information regarding the trip:

Major Farris, 26th Cavalry, Phillipine Islands, Commanding Officer of No.1 Company on board ship.
Capt. Compton, 200th Coast Artillery, Commanding Officer No. 2. Company.
Capt. Thomas Davis, 59th Coast Artillery, Commanding Officer No. 4 Company.
Lt. Wyndell acted as Adjutant on the prison ship.
1st. Sgt. Lawrence O'Hara, 21st. Pursuit Squadron, home address Dayton, Ohio.
T/Sgt. "Buzz" Barton, ASN 6802132, 19th Air Base, home address 400 Flearview Avenue, St. Louis, Missouri.
Pfc. Lewis Celusniak, 200th Coast Artillery, home address Rt. 3, Marlin, Texas.
1st. Sgt. Walter H. Lieb, 59th Coast Artillery, now stationed at Letterman General Hospital, San Francisco.

The above are all the pertinent facts I can remember regarding this incident.

(Signed) Arthur M. Baclawski, M/Sg

Subscribed and sworn to before me this 12th day of October, 1945

Interviewed by George G. Barker, Agent, S.I.C.

(Signed) Charles E Taylor, Capt.
JAGD.

A CERTIFIED TRUE COPY
(Signed) EVERETT CHECKET

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"RESTRICTED" by order of the
Secretary of War By/s/E.
Checkey, Major Inf.

For the WAR CRIMES OFFICE

Judge Advocate General's Department - War Department
United State of America.

In the matter of gross inadequacies amounting to a group homicide of hundreds of American military personnel while transporting them from Pier 7, Manila, to Japan, December 12, 1944, to January 29, 1945.

Perpetuation of Testimony of
Harold J. Whitcomb, O-369502
1st. Lt.

Taken at: Biltmore Regional Convalescent Hospital, Miami, Florida.

Date: 4 October, 1945.

In the presence of: Meyer Sugarman, Special Agent, Security Intelligence Corps, Fourth Service Command.

Reporter: Elizabeth B. Roth, Clerk-Steno, Miami Beach Service Base, Miami Beach, Florida.

Questions by: Meyer Sugarman, Special Agent, Security Intelligence Corps, Fourth Service Command.

Q. State your name, rank, serial number and permanent home address.

A. Harold John Whitcomb, 1st. Lt., O-369502, 200 Buchanan Street, Fremont, Ohio.

Q. State your civilian background before entering the Army.

A. I was born at Fremont, Ohio, 11 September, 1912. I attended public schools at Clyde, Ohio, and was graduated from high school, I was employed as an inventory clerk with a local concern, Standard Products, before entering the Army.

Q. State the date of your capture, where you were held and date of liberation.

A. I was captured 9 April, 1942, on Bataan. I was on the death march and was held at Camp O'Donnel from 15 April, 1942, until 5 May, 1942, that was used as an assembly camp by the Japanese. I went to Cabanatuan, Camp No. 1, where I was held from 29 June, 1942, until 26 October, 1942; then I was sent to Davao Penal Colony on the island of Mindanao where I was held from 11 November, 1942, until June, 1944. I was returned to Cabanatuan where I was held from June, 1944, until October, 1944. I was then at Bilibid Prison Hospital, Manila, from October, 1944, until December, 1944. I was then at Fukioko, No. 22, Kyushu, Japan, from January, 1945, until April, 1945. I was at Hoten Prison Camp, Mukden, Manchuria, from April, 1945, until liberation on 15 August, 1945.

Q. Describe your boat trip from Manila.

A. 1687 men, all Americans who had been gathered at Bilibid Prison Hospital at Manila, boarded the Japanese transport, Irioko Maru, at Manila, Pier 7, on 12 December, 1944. We were piled into two holds and we were so crowded that we were not all able to lie down at the same time. If one sat down, another had to stand up. The Japanese sent us a teabucket of water for 700 men. There were only two buckets in three days and each bucket contained only about six gallons of water. There were no sanitation facilities, not even buckets, and we were not permitted to go on deck even for sanitation purposes. The only ones who were permitted to go on deck were those who went for food. The air was particularly foul and between December 12th and December 14th, several hundred men died of suffocation or lack of water. We kept yelling for water and air. There was a Japanese guard at the top of the ladder and he would not even listen to us. There is no accurate account of how many died because we were bombed 14th December and on the morning of the 15th, and abandoned the boat that day.

Q. What occurred in connection with the bombing?

A. We were bombed on the 14th and the boat went aground. We were bombed again on the 15th. The Japanese took off then and later we took off. Approximately 1200 of the original group were able to get ashore.

Q. What happened then?

A. We were on the Island of Luzon at Alongopo. We 1200 were kept in an enclosed tennis court. There were no latrine facilities. We were fed four times during the seven days. Each time we received only $1\frac{1}{2}$ spoonfuls of uncooked rice and we had no facilities with which to cook it. We were given some clothing. We had to remain at the macadem tennis court all day and all night, stark naked. Many of us suffered from cold. During this seven-day period, 100 American

1687
1200

military personnel died from exposure, dysentery and starvation. The Japanese gathered their bodies once a day.

Q. Do you know the names of any Japanese personnel who were with you on the boat?

A. Yes, I do. Lt. Murata who came to the group from Cabanatuan, Philippine Islands, and a Japanese civilian interpreter named Mr. Wada were directly responsible for these conditions. Their attitude was one of good intentions to our faces and of no concern once they were away from us. While we were in this tennis court, they continually said they were trying to arrange transportation and food for us. However, at the same time, they would be seen across the road with Japanese soldiers, talking, laughing, drinking beer and smoking cigarettes; and from what I understand, did nothing to mitigate the situation.

Q. What happened then?

A. We were then taken to San Fernando, Philippine Islands, where we were kept in an old abandoned theater for three days. We were then loaded on a railroad car. One hundred of us were crowded into a box car. These cars were the small European size. The Japanese placed some of our personnel on top of the cars so the bombers wouldn't hit them. These men were given pillow cases and white flags for signaling.

Q. Where were you taken next?

A. We were taken off the train at Linguien on the Island of Luzon. We spent part of the day in the school yard where we were given no sanitation facilities. We were then marched to the beach where we remained two days and one night. We were on the sand; had no shade; almost no water and that which we did have was measured by the spoonful. Two Officers, including one colonel, and also one enlisted man died from exposure. Incidentally, we were in fear of our lives because under the sand of the beach had been buried gasoline and ammunition.

Q. Were you again loaded on a boat?

A. We were put on a horse transport. There were two holds and I was in the second one. I was grouped among horse remains, flies and corruption. Again, water was measured by the spoonful. We were supposed to have been fed two times a day but often we were only fed once a day. Our food generally consisted of three tablespoonfuls of hot water soup and the same amount of cooked rice, two times a day. Many of the men died either from accumulated weaknesses from former experiences, dysentery or malaria. The dead would average 25 a day mainly from starvation, dysentery or infection. We were so starved that we ate flies and some men even picked grain that was on the floor with the horse remains.

25 a day
ate flies + picked grain from horse shit

We were crazed with hunger. On the 2nd. or 3rd. of January, we were torpedoed twice. The rudder and propeller of the boat were damaged but there were no casualties. We were on this horse transport about thirteen days all told and on January 9th in Tacaw Harbor, Formosa, we were hit by a Navy Bomb Diver.

KOA

Q. Were any efforts made to stop this condition?

A. Lt. Col. Olsen made many efforts at the risk of his own personal safety to improve our lot. Lt. Murata and Mr. Wada would not do anything and would not listen.

Q. What happened on January 9th?

500 killed
A. We were hit by several bombs along the water line and three of the bombs exploded in the forward hold where 600 to 700 men were lined up in squads waiting for breakfast. At that time, we had one G.I. cup of tea for 24 men. These three bombs killed about 500 of the 700 men quartered there and about 200 in the afterhold were wounded. We had all been in a weakened condition because we were ravaged by starvation, exposure and zero weather. The holds were uncovered and we had no blankets. Most of us had no clothing. We had absolutely no medical attention and as we neared Formosa, we had food but once a day, no water and we scraped the floor covered with horse remains for snow that filtered down through the hold. At the time we were bombed, approximately 40 men a day were dying from starvation and privation.

Q. What happened after you were bombed?

18 1687 225
A. Those of us who survived were transferred to a small inter-island steamer and moved to Japan. The death rate was high but I am unable to estimate it. We arrived at Moji on the island of Kyushu approximately January 28th or 29th. Many of the men were beaten by guards when they attempted to scrape snow off the canvas to get needed liquids. Conditions again were poor. Approximately 225 of the original 1687 disembarked at Moji and 105 of that group were sick and wounded and were taken to a hospital. At this time Lt. Murata and Mr. Wada left the group.

Q. What happened then?

A. This hospital was a bare shed. There were no doctors and we had to lay on the floor. We did not have any medical aid for several days and we received only a small quantity of food. We were fed twice a day but that was mainly thin rice gruel. We remained here until February 20th. The death rate at this time was very high and we had about 10 to 17 dead a day and on February 20th, all that remained of the 105 were 27 men.

(Signed) Harold J. Whitcomb,
1st. Lt., AAF.

State of)
) SS
County of)

I, Harold J. Whitcomb, of lawful age, being duly sworn on oath, state that I have read the foregoing transcription of my interrogation and all answers contained therein are true to the best of my knowledge and belief.

(signed) Harold J. Whitcomb,
1st. Lt. AAF.

Subscribed and sworn to before me this 22 day of October, 1945.

(signed) not legible

Post Judge Advocate
Fletcher General Hsp.,
Cambridge, Ohio.

C E R T I F I C A T E

I, Meyer Sugarman, Special Agent, Security Intelligence Corps, Fourth Service Command, certify that Harold J. Whitcomb, 02369502, 1st. Lt., personally appeared before me on 4 October, 1945, and testified concerning War Crimes; and that the foregoing is an accurate transcription of the answers given by him to the several questions set forth.

Miami Beach, Florida.
Date: 11 October, 1945.

(Signed) Meyer Sugarman
Special Agent,
Security Intelligence Corps,
Fourth Service Command.

CERTIFIED TRUE COPY

(sgd) Everett Checket
Major, Infantry.

RESTRICTED.

For the WAH CHIMES OFFICE

Judge Advocate General's Department - War Department.
United States of America.

In the matter of the transportation under improper conditions of 1300 prisoners of war from Wake Island to Woosung, China, in January, 1942.

Perpetuation of Testimony of Corporal S.L. Baker, ASN 278913.

Taken at:

Oklahoma City, Oklahoma

Date:

29 December, 1945.

In the Presence of:

William E. Stewart, Jr., Special Agent, Security Intelligence Corps, Eighth Service Command.

Questions by:

William E. Stewart, Jr., Special Agent, Security Intelligence Corps Eighth Service Command.

Q. Please state your full name, age, and permanent home address.

A. S.L. Baker, 21 years of age, 225 N.W. 5th Street, Oklahoma City, Oklahoma.

Q. Are you a veteran of World War II?

A. Yes.

Q. Please state your branch of service, rank, serial number and length of service.

A. Corporal, Five inch Artillery, L. Battery, First Defense Battalion, Wake Island, U.S. Marine Corps, and my serial number is 278913. I entered service on 3 December, 1939, and I am presently on furlough, which ends 14 January, 1946, and I am to be discharged upon reporting for duty.

Q. Are you married?

A. No.

Q. What was the extent of your civilian education.

A. I completed the tenth grade.

Q. What was your civilian occupation?

A. I was a sales solicitor and did construction work.

Q. Are you presently employed?

A. Yes, at Westinghouse Electric Supply Company as a receiving clerk.

Q. During your period of service were you a prisoner of war?

A. Yes, I was a prisoner of the Japanese for three years and eight months, from 23 December, 1941, until liberated about 1 September, 1945.

Q. In what camps were you held a prisoner of war by the Japanese?

A. I was captured on 23 December, 1941, on Wake Island and was held there until about 10 January, 1942, when I was taken by ship, the Nitta Maru, to Woosung, China, on 25 January, 1942, and was held there in a prisoner of war camp until about December of 1942, when we were marched a distance of about fifteen miles to Kiangwan, China, and I was held there until August, 1943. I was then taken by ship to ~~Stumori~~ ^{TSU-MORI} Sub-camp, Osaka, Japan, and was held there until May, 1945, when we were moved to ~~Nouetsu~~ ^{NAOETSU}, believed to be a sub-camp of the Tokyo district and which some of my fellow prisoners called Omori Camp, and I was held there until liberated on 1 September, 1945.

Q. During the period of your imprisonment did you witness any atrocities committed against American prisoners of war by the Japanese?

A. Yes. About 6 January, 1942, the Japanese loaded approximately 1300 prisoners of war aboard the Nitta Maru at Wake Island. There were approximately three hundred (300) service men and about one thousand (1000) civilian in this group. As we boarded the ship each prisoner was forced to run a gauntlet in which he was beaten and kicked by the ship's crew. The prisoners were placed in three separate holds, which were spaced one above the other, and I was placed in the first hold nearest the deck. To my knowledge no one was killed during the period we boarded this ship and were put in the hold, but there were a few who were very weakened as a result of running the gauntlet when boarding the ship. The hold was very crowded and there was not sufficient room for each man to stretch out without partly lying on top of another prisoner. We remained in these holds for the entire trip which lasted approximately seventeen (17) days. Ten (10) prisoners were allowed on deck when this ship reached Yokohama and I was told that

Ship

their picture was taken for propaganda purposes at this time. There were no latrines for the prisoners and the only means of relieving ourselves was by using a bucket lowered from the deck. The hold was dirty and we were not furnished anything with which to clean it. A number of the prisoners were ill and suffering from dysentery and diarrhoea and because of their condition and the lack of latrine facilities such as described above, this caused very unsanitary conditions in the hold. The buckets which the prisoners used in place of latrines were not emptied promptly and as the need called for it, and this further aggravated the situation, as did the careless manner in which these buckets were hauled to the top deck for emptying, at which time part of the contents of the bucket would be spilled in the hold. We lost track of night and day during this trip and it seemed that our food came at irregular intervals, though I believe we were fed two or three times per day. The only water we received was one (1) small teacup of water per meal and occasionally we would receive one cup between meals. Until we reached Japan the hold was stifling and hot and all of us were thirsty constantly. Each meal was the same and consisted of barley gruel and water - about a three (3) ounce portion. There were two exceptions to this diet - on one occasion we received in addition to the gruel, a small piece of smoked fish and on the second occasion we received a small portion of canned salmon, of which a great deal was contaminated. The portion of this salmon which I ate was evidently contaminated because immediately after eating it I became violently ill and during all the march from the dock to the camp at Woosung, some of my fellow prisoners had to carry me at intervals as I would become blind and become unconscious at times. To my knowledge there were no deaths aboard the ship during this trip, but there were innumerable beatings administered to the prisoners by the ship's crew. There were Japanese sailors and Japanese marines aboard this ship and from observation it would seem that the Japanese marines were detailed to handle the prisoners aboard ship. On numerous occasions the prisoners were searched and all their possessions such as pens, jewelry and watches were taken from them and irrespective of whether the search proved profitable or not, the prisoners would still be beaten as a lesson to all of us not to hold out on them. I do not know the names of any of the Japanese aboard this ship.

Watches Taken

Q. During this trip were you bombed or torpedoed?

A. No.

Q. Is there anything further you wish to add to this statement?

A. Yes. When we boarded ship we were all given written orders in which it was stated that a violation of the slightest order would mean punishment by death. Some of these orders included not to touch the ship's wiring or fixtures, not to talk or smoke, or not to move about unnecessarily.

Q. Is there anything further you wish to add to this statement?

A. No, sir.

(Signed) S. L. Baker, Cpl.,
278913, U.S.M.C.

Certified True Copy.
(Sgd) Thomas F. Mornane
Lt. Col., A.I.F.

State of: Oklahoma)
County of: Oklahoma) SS

I, S.L. Baker, of lawful age, being duly sworn on oath, state that I have read the foregoing transcription of my interrogation consisting of two and three-fourths (2-3/4) pages, and all answers contained therein are true to the best of my knowledge and belief.

(Signed) S. L. Baker.

A. Yes. When we boarded S.L. BAKER, Cpl., 278913, USMC.

Subscribed and sworn to before me this 11th day of January, 1946

My commission expires:

(Signed) J. K. Richardson

Q. Is there anything further you wish to add to this statement?
A. No, sir.

C E R T I F I C A T E

I, William E. Stewart, Jr., Special Agent, Security Intelligence Corps, Eighth Service Command, certify that S.L. Baker, Cpl., 278913, U.S.M.C., personally appeared before me on 29 December, 1945, and testified concerning war crimes; and that the foregoing is an accurate transcription of the answers given by him to the several questions set forth.

I, S.L. Baker, of lawful age, being duly sworn on oath, state that I have read the foregoing transcription of my interrogation consisting of two and three-fourths (2-3/4) pages, and all answers contained therein are true to the best of my knowledge and belief.

Place: Subscribed and sworn to before me this 11th day of January, 1946

Date: My commission expires: (Signed) WILLIAM E. STEWART, Jr.
Special Agent, Security Intelligence Corps, Eighth Service Command.

CERTIFIED TRUE COPY.
(sgd) Thomas F. Mornane, Lt.Col., AIF.

RESTRICTED

McDONALD, JOSEPH F., JR., a Male U. S. citizen, after being duly sworn at 29th Replacement Depot, Luzon, P. I. on 11 September 1945, testified as follows:

Q. How old are you?

A. 29.

Q. Were you interned by the Japanese or made a prisoner of war, and if so, when and where?

A. 23 December 1941 - Wake Island.

Q. Where did you reside at the time of your capture?

A. Working for United Press on Wake Island.

Q. By what Japanese unit were you captured?

A. Unknown (Navy).

Q. Do you expect to be repatriated, and if so, to what country?

A. U. S. A.

Q. What will your complete address be after your repatriation?

A. 115 Mark Twain Av., Reno, Nev.

Q. Will you state the names and locations of the camps at which you were held as a prisoner of war and the dates you were confined at each camp?

A. In reference to "Regulations for Prisoners" given to each prisoner at Wake Island before embarking 12 January 1942.

Q. Do you know or have you reason to believe that the Imperial Japanese Navy failed to treat prisoners of war with humanity or otherwise committed atrocities or war crimes against them?

A. Yes.

Q. Will you state all facts in detail pertaining to atrocities, war crimes, violations of Rules of Land Warfare and human decency at Wake Island, the dates thereof, the perpetrators, giving their names, ranks, units and other identifying information.

A. Before embarking at Wake Island on the Nita Maru on 9th January 1942, every prisoner was furnished with a copy of "Regulations for Prisoners",

copies of which were furnished your office by me on this date and which appear as exhibits with this testimony.

When we got on the boat they took away all clothing except that which we were wearing, all jewelry such as watches, rings, fountain pens, etc. For the first two days we had no water and the hatches were kept closed. During the trip the guards who came down were beating the men without provocation.

The sanitary conditions were foul, the Japanese falling at times to empty our slop buckets. We had two cans for 150 men in our hold.

I have compared my original copy "Regulations for Prisoners" received by me as indicated above with the typewritten copies which your office has made and I wish to state that your copies are exact copies of my original, word for word.

(Sgt.) JOE F. McDONALD, JR.
JOE F. McDONALD, JR.

Subscribed and sworn to before me this 11th day of September 1945.

(Sgt.) JAMES R. LYNCH,
JAMES R. LYNCH, 2d Lt., INF,
O1326712, INVESTIGATING OFFICER
WAR CRIMES INVESTIGATING
DETACHMENT.

CERTIFIED TRUE COPY

(Sgt.) THOMAS F. MORNANE
Lt. Col., A.I.F.

Commander of the Prisoner Escort
Navy of the Great Japanese Empire.

Regulations for Prisoners.

1. The prisoners disobeying the following orders will be punished with immediate death.
 - a/ Those disobeying orders and instructions.
 - b/ Those showing a motion of antagonism and raising a sign of opposition.
 - c/ Those disordering the regulations by individualism, egoism, thinking only about yourself, rushing for your own goods.

- d/ Those talking without permission and raising loud voices.
- e/ Those walking and moving without order.
- f/ Those carrying unnecessary baggage in embarking.
- g/ Those resisting mutually.
- h/ Those touching the boat's materials, wires, electric lights, tools, switches, etc.
- i/ Those climbing ladder without order.
- j/ Those showing action of running away from the room or boat.
- k/ Those trying to take more meal than given to them.
- l/ Those using more than two blankets.

2. Since the boat is not well equipped and inside being narrow, food being scarce and poor you'll feel uncomfortable during the short time on the boat. Those losing patience and disordering the regulation will be heavily punished for the reason of not being able to escort.

3. Be sure to finish your "nature's call", evacuate the bowels and urine, before embarking.

4. Meal will be given twice a day. One plate only to one prisoner. The prisoners called by the guard will give out the meal quick as possible and honestly. The remaining prisoners will stay in their places quietly and wait for your plate. Those moving from their places reaching for your plate without order will be heavily punished. Same orders will be applied in handling plates after meal.

5. Toilet will be fixed at the four corners of the room. The buckets and cans will be placed. When filled up a guard will appoint a prisoner. The prisoner called will take the buckets to the center of the room. The buckets will be pulled up by the derrick and be thrown away. Toilet papers will be given. Everyone must cooperate to make the room sanitary. Those being careless will be punished.

6. Navy of the Great Japanese Empire will not try to punish you all with death. Those obeying all the rules and regulations, and believing the action and purpose of the Japanese Navy, cooperating with Japan in constructing the "New Order of the Great Asia" which lead to the world's peace will be well treated.

The End.

CERTIFIED TRUE COPY

(Sgd.) JAMES R. LYNCH, 2nd Lt. INF.

CERTIFIED TRUE COPY

(Sgd.) THOMAS F. MORNANE
Lt. Col., A.I.F.

16417

In the matter of Japanese War Crimes and
in the matter of the voyage from Ambona
to Java in May, 1944, and the murder of
Cpl. Taylor.

Affidavit.

I, No. 1008458, L.A.C. THOMAS WILLIAM
ADAMSON, 106 P.R.C. R.A.F., Colford, with permanent home
address at 61 Fifth Row, Ashington, Northumberland, make
oath and say as follows:-

1. On May 1st, 1944, I embarked with 200 other British Prisoners of war for Java. We were all of us sick as the result of privations and hard labour in Liang Camp, and we were being taken back to Java. The ship was a Japanese transport of about 3,500 tons. Although we were sick, no proper accommodation was made for us. Some of us were allowed to lie on the hatch covering one of the holds, with a tarpaulin over us for cover, the rest had to lie down where they could. Our food was two meals a day consisting of rice and half a pint of water.
2. After about ten days we arrived at Macassar in the Celebes. We stayed there about a day and left for Java, on May 12th. Up to that time there had been no incident on board. On May 11th Corporal Taylor had stolen some fish and one of the guards had caught him and told Serjeant Major Nitaraya who was in charge of us on board the ship. This Serjeant Major was nick-named "Yellow Boots". At the time "Yellow Boots" did nothing more than hit Corporal Taylor a couple of times and then left him. "Yellow Boots" was drunk at the time as he had come on board from Macassar in that condition. During the evening of May 12th, it started to rain and we were allowed to take shelter in an empty coal bunker and although the door was closed we were allowed to go on deck by a small hatch-way. Corporal Taylor got on deck through this little gangway but was stopped by a Korean guard who took him to the Serjeant Major. Taylor explained that he was going to the latrines but the Serjeant Major did not believe him. I was on the hatch-way at the time and I saw the Serjeant Major bring Taylor out on deck and begin to beat him unmercifully. He used heavy sticks and for about half an hour "Yellow Boots" beat Taylor up and down the deck, whenever he fell down "Yellow Boots" kicked him on the ground. Finally Taylor was left lying in the deck moaning and half conscious. The Serjeant Major then got his sword out and after pricking the prostrate Taylor once or twice

he took a great swipe at him which partly severed his head from his body. We were not allowed to go to Taylor's assistance and he was left there for some minutes until "Yellow Boots" ordered us to throw the body over-board. We tied some big pieces of coal to him and then threw the body over-board.

3. I witnessed the whole of this incident. I cannot say whether "Yellow Boots" was drunk at the time, he certainly had been the day before when he came on board from Macassar. I cannot say whether he had been drinking since. During the beating up of Taylor the Dutch interpreter called Mollett tried to explain to "Yellow Boots" that Taylor was doing nothing wrong but it had no effect on the Sergeant Major who simply ignored him and went on till he finally beheaded him.

4. The following day the Serjeant Major got all the officers on parade, that is Flying Officer Feath, Warrant Officer Farvard, the Dutch doctor and the medical orderlies. He first beat the medical orderlies and Feath. After he had finally finished with them he started on Harvard. Harvard retaliated at first and the two of them began wrestling all over the deck. "Yellow Boots" was much stronger than Farvard and it was not long before it looked as though Farvard was going to be killed. Every now and again during the struggle "Yellow Boots" would break a medicine bottle over Farvard's head, he picked those bottles out of a crate which was on the deck. Finally Farvard who was a mass of blood broke loose and started to run away. "Yellow Boots" snatched up a rifle but luckily some of the guards took it away from him and then some of the Japanese Merchant Navy came along and took the Serjeant Major away. I would describe this man, Mitaraya, as being large for a Jap, about 5' 10" in height, 12½ stones in weight, very powerfully built, well made, upright and snart in appearance. He had the usual close cropped black hair and wore spectacles. He had a round face and otherwise was very much like a Japanese. We landed in Java on May 16, 1944, and I was sent to hospital.

(Signed) T. W. Adanson.

SWORN by the said THOMAS WILLIAM ADANSON, at
Ashington in the County of Northumberland
on the 1st day of March, 1946, before me.

(Signed) W. N. Craigs
A Commissioner for Oaths.

IN THE MATTER OF JAPANESE WAR CRIMES AND IN
THE MATTER OF THE ILL-TREATMENT OF BRITISH
PRISONERS OF WAR ON A SEA VOYAGE FROM AMBON
ISLAND TO SOURABAYA IN THE "MAROS MARU"
DURING SEPTEMBER, OCTOBER AND NOVEMBER 1944.

A F F I D A V I T

I, No. 87163 Flight Lieutenant William Manning Blackwood,
R.A.F., with permanent home address at 11, Lyon Road, Harrow-
on-the-Hill, Middlesex, make oath and say as follows:-

1. In early September 1944 I was in the prisoner of war camp at WEIJAMI on Ambon Island. It was about that time that allied aircraft visited Ambon town and did terrific damage there. Shortly after that raid the Japanese decided to move the prisoners and on 17 September I found myself the senior British officer in charge of a small draft of British and Dutch prisoners of war who were to go on board the 500 ton Dutch ferry boat "MARON MARU".

2. On the morning of embarkation it rained for the first time for many days. My party marched bare foot or using wooden sandals in a glutiness sea of liquid mud which covered the sharp coral of the road surface. With guards harrassing us to hurry, the beri-beri crippled being pushed and bullied, and the stretcher bearers being goaded into a shambling trot, we made the jetty in about half an hour. There the stretchers were laid in the mud fully exposed to the pitiless rain, although a series of hutments were at hand by the roadside. After everybody was soaked through a few straw mats were produced and these were draped over the sicker men whose bewildered whimpers fell without response on the ears of the guards.

3. After nearly three hours wait, barges were brought alongside and we were ferried across the creek to where our transport lay at anchor. When we drew alongside I could scarcely believe that all 500 of us were expected to get aboard. When I realised that the holds were full and battened down, and that they were to travel as deck passengers, I was staggered. First of all the baggage was dumped on the hatch covers and an attempt was made to distribute the fit men, walking patients, and stretcher cases in the gangways and narrow deck spaces. The effect was like a London tube train in the rush hour. No level space could be found for the stretchers, and the sick men were subjected to acute discomfort and an ordeal which it was at once obvious they could not sustain for a

long sea passage. On protest the baggage was removed from the hatch covers. Settling into this terribly cramped space with sodden kit bags was almost impossible. Worse was to come. Firewood for the cookhouse fires on voyage was brought alongside. Picture a small ferry boat, not more than thirty feet in maximum beam and with perhaps forty five feet from the after bulkhead of the fo'castle to just abaft the midship as the limit of our allowed space, the remainder of the main deck and all deck works and housings out of bounds, and some indication of crowding is given. When the firewood was stacked all the deck space was full to the gunwale and the hapless men draped about in a sitting or squatting position. Two wooden boxes slung over the ship's sides were all the latrine accommodation provided. Into these boxes the palsied men had to drag themselves after a journey over piles of firewood fraught with difficulty for a fit man, let alone a sick one who could not walk on a tiled floor. We sailed that night.

4. During the sleepless night many men walked about miserably trying to find place to lie down without treading on someone else, which was impossible. During the night waves shipped through a sea door on one side of the ship and swept across the deck with each roll of the vessel, sweeping helpless stretcher cases about like flotsam. The men took advantage of daylight to try and settle themselves a little better. One man who had been brought aboard very sick died during the night, and was buried at sea.

5. About ten a. m. a meal of unflavoured rice porridge was served. This with only occasional additions of sweet potatoes, dried seaweed and water-lily roots, with another meal at night, was our staple diet for all the sixty-eight days of the voyage. At one or two islands cocoanuts and mangoes were bought through the Korean guard in charge of the cookhouse at monstrous prices, but for the most part the diet can be said to be plain rice and nothing else at all.

6. Already weakened by fifteen months of back breaking work, grievously sick from malnutrition and ill treatment, the rice diet soon produced its inevitable effect. Beri beri broke out almost universally. The sick, lying on the hatch, were given no shade, and in spite of repeated requests, no awning of any sort was provided until about thirty men had died from thirst and exposure. The water allowance was less than half a pint a day per man, and on several occasions after we reached MAKASSAR, the dying men on the hatch were treated to the spectacle of their guards bathing themselves in the drums of drinking water. En route to BONTMAIN, one man crawling weakly

over the side into the latrine, fell overboard. The ship put about and the man was picked up. All officers were then lined up and lashed with a rope's end by KASIAMA, an English speaking Korean guard, as an example for not controlling our men.

7. Deaths were occurring daily by this time, and sacks full of sand were provided by the Japanese to attach to the legs of the corpses. Burial was only allowed when the ship was in motion, and any man who died during a period at anchor before MAKASSAR had to be bound up in his blanket and slung to the awning of the winch house until such time as we were again under way.

8. An atmosphere of horror was being built up on the ship which did not help the efforts of anyone to stay alive, and soon the number of dead began to increase. Then one day at Rahat on the island of MOENA a Japanese junk came alongside with about one hundred and fifty men who had left AMBON in August under the charge of Capt. VAN DER LOOT, one of the HAROEKOE draft Dutch officers. These men had been shot up on their ship by a Liberator, which sank them after it had set their ship on fire.

9. On my ship, already overcrowded with rapidly sickening men, the arrival of this extra number created undescribable confusion. Hardly a man could even sit down properly, let alone lie down, and the new arrivals had left earlier than we because they were more sick. Their condition now, after a crowded journey, poor food and the added strain of being thrown into the sea unable to fend for themselves as they drifted away from their burning ship, was appalling to witness. Many of these were crippled beri-beri, several were raving, and all were pitifully weak. Somehow or other they were packed on board mingling inextricably with the four hundred and eighty odd that were left in my draft. There was no shade on the deck and the gangways and there was only room for a few of the very worst cases on the hatch. All the men lay spread out on the uneven bundles of firewood, blistering horribly in the tropical sun. Tongues began to blacken, raw shirtless shoulders to bleed, and all vestige of sanity deserted many. The night was filled with the yells and screams of the dying, the curses of the tired-out who tried to sleep, and the perpetual hiccupping that afflicts a man about to die from beri-beri.

10. Scenes of indescribable horror became commonplace. Picking their way through the tangled mass of humanity lying about on the narrow ship, orderlies carried the naked, wasted bodies of the dead to the ship's side, where unheard, except by those present, the burial service for those who die at sea was read before casting the body with its weight sack, overboard. One youngster, maddened with sunstroke, shouted the thoughts of his disordered brain for thirty hours before he became too weak to talk any more. Just before he died, he snatched a full tin that was being used as a bed pan, and drank the contents greedily, thinking it was water, before he could be prevented.

11. Until we reached MAKASSAR, about the 7th October, smoking was prohibited because the holds were full of petrol and ammunition. At MAKASSAR, the few men who could work were pressed into service to unload the ship and some of the ammunition. The remaining boxes were levelled off, and men were allowed down the holds. Although still impossible crowded this was a slight improvement as the men could get out of the sun.

12. After the cargo was unloaded some mangoes were brought aboard and bought out of money from the profits of the HAROEKOE camp canteen. Water was taken aboard but the Korean in charge of the galley drew a pencil line at the full water line of the open drums threatening dire punishment to all on board in the way of ration cuts if the level went down at all during the night. He also kicked any man who had crawled under leaks in the hosepipes, and were trying to collect a few drops of the precious fluid.

13. When more stores had been taken aboard we set sail again. All were tremendously relieved, feeling that the back of the frightful journey had been broken. This, however, was not to be. For forty days we stood off a small island near MAKASSAR making occasional returns to the harbour. This was a tremendous blow to many of the sick who had keyed themselves up for the remaining journey and were now faced with day after day of idleness. By the time we eventually set sail again, nearly two hundred and fifty corpses had been thrown over the side.

14. When the survivors from the other ship were taken aboard, Lt. KURASHIMA, Sgt. MORI and KASIAMA (the English speaking Korean) all three of whom were at KAROEKOE throughout the occupation of that camp aboard as well. They had escaped in one of the ship's boats. The Lieutenant, true to his previous showing, did absolutely nothing at all to help us. Neither,

of course, did his sergeant or the interpreter KASIAMA. One accident is worthy of mention at this point.

15. As a sick Dutchman was dying one night, he started to hiccough very loudly and at close intervals Sgt. MORI appeared on the bridge and threatened to beat all the sick men unless the man was given an injection to make him sleep. This was done, but in half an hour he was awake again, Sgt. MORI repeated his threat, and another injection was given. After an hour the man woke again and started hiccoughing once more. Yelling at the top of his voice the Japanese sergeant insisted the man be given a third injection or else he would come down and lay about him with a stick among the stretcher cases. A third injection was given, and this time the wretched sick man was not heard again. He was dead.

16. The close packing of the sick, and the lack of room to move, made the conditions insanitary to an appalling degree. Try as they would (and they did try magnificently) the volunteer orderlies could only clean the immediate space vacated by a dead man before bringing up the next very sick man to take his place. Any attempt at washing thoroughly with sea water was impossible as there was nowhere to move the surrounding patients to keep them dry. Each man had about two feet of space and that was all. The result of this was caked excreta everywhere, lice and crabs all over the ship. No relief was available for bites. Men lay miserably scratching until they were raw. The whole ship smelt sour and disgusting.

17. At night the orderlies had a fearsome task, tiptoeing about the crowded hatches carrying stool tins and urine pots over the recumbent frames of men so rotten with beri-beri that they screamed aloud if merely brushed gently with the foot. The orderlies worked really hard at a thankless, heartbreaking task. The Dutch Doctor, Captain SPRINGER, who had done magnificent work at HAROEKOE, continued his tireless efforts on the mens' behalf, sparing himself not at all. F/Lt. PHILLIPS, another HAROEKOE doctor also worked splendidly doing all that was possible for the sick. Moving about the ship was difficult enough, but the Korean in charge of the cookhouse, KANIOKA, forbade the use of the aft gangway athwartships after some alleged theft of stores. This made movement very difficult indeed especially for the lame and the orderlies on dark moonless nights.

18. Eventually, after several false starts, we left MAKASSAR, with half our number dead and thrown into the sea. Apart from the ghastly conditions aboard the ship itself, there was, while we were at MAKASSAR, the added strain of several visitations by Allied aircraft who bombed the town and area. Aware of what had happened to the other ship, the survivors we had taken on suffered agonies of nervous conjecture, knowing that if they again had to take to the water, this time they would be too weak to swim and would sink like stones to their graves. On one such occasion, a small nose cap fell on board but nobody was hurt. We were extremely lucky in this respect for nothing else fell near us and no aircraft paid any attention to our small craft.

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325
19. Crossing the straits of MAKASSAR just north of BARI BARI, we came down the East coast of BORNEO and eventually reached SOURABAYA after sixty-eight days at sea. Of six hundred and thirty men who had been aboard, only three hundred and twenty-five remained alive, and these were for the most part feeble, shambling wrecks, unwashed for two months and crawling with vermin. From SOURABAYA we left by train for BATAVIA.

L
20. Throughout this experience I never met with any attitude on the part of the Japanese commanders other than brutish cruelty, cynical indifference, unbelievable stupidity and utter incompetence. Those who would appear to be responsible were Lieutenant KURISHIMA who was ostensibly in charge of the PW on board, Sgt. MORI who was the Japanese N.C.O., in charge of us, KASIAMA who was the interpreter, KANOIKA who was in charge of the cook-house, and the remainder of the Korean Guard.

SWORN by the said WILLIAM MANNING BLACKWOOD)
at 6, Spring Gardens in the City of Westminster,))
this 7th day of March 1946)
(Signed) W.M. BLACKWOOD.

BEFORE ME: (Signed) A.M. BELL-MACDONALD.
Major Legal Staff,
Office of the Judge Advocate General,
LONDON, S.W. 1.

CERTIFIED TRUE COPY OF THE ORIGINAL AFFIDAVIT.

18th April 1946

(Signed) R. S. Lambe, Lt. Colonel
AAG War Crimes HQ, ACFSEA.

IN THE MATTER OF JAPANESE WAR CRIMES AND
IN THE MATTER OF ILL-TREATMENT OF BRITISH
PRISONERS OF WAR ON BOARD THE "TANJONG MARU"

A F F I D A V I T.

I, Colonel CHARLES HERBERT STRINGER, Royal Army Medical Corps, at present stationed at Headquarters, Southern Command, SALISBURY, MAKE OATH and say as follows:-

1. At the time of the capitulation of the British Forces to the Japanese in SINGAPORE in February 1942 I was Deputy Director of Medical Supplies, Malayan Command.

I remained in CHANGI British Prisoner of War Camp until 16 August 1942.

2. On 16.8.42 a large party of all the senior officers, from colonel upwards, Governors and Chief Justices, were moved from Changi to Singapore docks and packed into the hold of a ship. This was a trial packing and even on Japanese standards we could not get in. Having spent the night in this misery the next day we were moved to another ship and again packed into one hold. There did not seem to be much difference but there we stayed. This ship, the "Tanjong Maru", was a coal ship and the coal debris had not been removed. The centre of the hold was piled with our kits and round the sides were 2 tiers of rough benching. We were packed on this benching where there was just room for bodies lying side by side but no room for bedding. There was a double row of prisoners on the benching lying with feet inwards and in the armpits of the opposite prisoners. We were packed as slaves were packed in the horrors of the "Middle Passage". Even then there was not room for everyone and the remainder had to lie on the kits in the centre of the hold. There was no washing water and no drinking water though plain green tea was provided at infrequent intervals. The latrines provided were rough wooden shelters on a very narrow deck gangway. They were of the trough type and were rarely hosed down.

Before leaving Changi we were ordered by the Japanese not to bring any medical stores and assumed that everything would be provided on board ship. In spite of this order all medical officers brought some medical supplies and it was well we did so as not a single drug or dressing was provided on the ship during the voyage nor was any hospital accommodation provided even under the most urgent pleading.

We spent 14 days in this Hell Ship in a tropical climate. The space provided for all purposes for each two individuals was 10 ft x 2½ ft. Head space was four feet to the iron plates of the deck above. The sun beat on this iron during the day, made it too hot to touch and turned the space below into an oven. Prickly heat rapidly developed and as rapidly turned into boils and tropical pemphigus. There were 399 officers and men in this hold, and the deck space was little more than 2 narrow gangways. 100 men were allowed on deck at a time for fresh air but as our sick increased this change over number was more and more

Prickly Heat

reduced as it became a matter of life and death for patients to get out of the foul atmosphere of the hold. As the diarrhoea and dysentery cases increased in numbers and severity the deck conditions became foul. These unfortunate people could not control themselves owing to the urgency and frequency of their need and the congestion in the few latrines available. The decks were bespattered with human dejecta and the worst cases could not get up and down the narrow and steep wooden gangway to the hold. They lay day and night on the deck or hatch cover just outside the latrines. For the worst cases we tried to rig up improvised head cover but the Japanese objected to this.

No cases died on board ship. We landed at Takau on 31.8.42. and within a week or ten days the following were dead:- Attorney Gen. Howell, Lt. Col. Kennedy, I.M.S., Capt. Walker, Lts. Kemlo, Dowling and Griffin, R.E. All died from dysentery which they developed on the sea journey from Singapore and for which they got no medicine nor care from Japanese sources during the voyage. On landing Mr. Howell and Lt. Col. Kennedy were admitted to a Japanese hospital practically moribund. They were put in a ward by themselves and given neither medicine nor nursing. They were literally left to die, which they did in a day or two.

SWORN by the aforesaid CHARLES HERBERT)	
STRINGER at 6 Spring Gardens in the)	(signed) C.H. STRINGER
City of WESTMINSTER this 25th day of)	Colonel.
February, 1946.)	

BEFORE ME

(signed) A.M. BELL-MACDONALD
Major Legal Staff
Office of the Judge Advocate General,
LONDON, S.W.1.

Certified true copy.

(Signed) T. MORNANE.
Lt. Col.

1688

IN THE MATTER of War Crimes and

IN THE MATTER of the condition and treatment of Australian and Dutch PW by the Japanese on board the 'RASHIN MARU' on a voyage from Singapore to Moji, Japan.

United Nations War Crimes Commission. Reference.....

I, John Lawrence HANDS of Commonwealth Bank, Forrest Place, PERTH in the State of Western Australia, formerly WX3335 Capt. J.L. HANDS of 2/3 Machine Gun Battalion, make oath and say:

1. I was captured in Java on the 9th March, 1942, and after being in numerous PW camps I was eventually embarked at Singapore for Japan in June, 1944, on the 'Rashin Maru'. The 'Rashin Maru' was a tramp steamer of about five to six thousand tons. It was staffed by Japanese civilians and sailors and in my opinion was part of the Japanese mercantile marine. It had either been bombed or had a fire aboard sometime previously because the bridge had been completely burnt out and amidships the ship gave the appearance of a collection of iron plates. There was a temporary bridge rigged aft. The main structure of the ship had been damaged by this bombing or fire and it was supported by two steel girders running down either side of the ship forward to aft. I saw in the engine room of the ship a plate showing that the ship had been built at Montreal, Canada, about 1914.

2. There were approximately 1000 PW embarked at Singapore on or about the 3rd. June, 1944, and it took about 8 or 9 hours to embark the PW. There were about 750 Australians and about 250 Dutch. There were three holds in the ship and the PW were accommodated in these three holds. The centre hold had no top to it and it had been badly damaged either by a bomb or fire. The top consisted of loose iron plates which freely let in the rain. I myself was in the forward hold with about 300 other PW. After all the men had embarked they were so crowded in these holds that there was not sufficient room for more than approximately 40 percent to lie in a prone position at the one time. All holds were infested with vermin; lice and bugs. During the journey to Japan I frequently visited other holds and conditions there were similar to conditions in the forward hold. A few straw mats were provided but these were insufficient and for the most part the men were lying on the steel floor, no other bed accommodation whatsoever being supplied.

70 days
3. The journey from Singapore to Japan took 70 days. During the journey we called at Miri in Borneo and for approximately two and a half weeks were in Manila Harbour but at no time were any of the PW allowed to disembark, and they all stayed on the vessel until

it reached Japan. At night time those who were not able to get into a prone position had to sleep squatting down or even standing. It was impossible for all themen to get sleep at one time bwing to the extremely crowded way they had been herded into the holds and they used to take turns of getting some sleep during the night and some during the day. On rare occasions a portion of the men were allowed to sleep on deck. The occasions however were very rare and regarded as a great privilege. Permission was only granted on 10 or 12 days of the 70 day voyage for men to sleep up on deck. The PW however used frequently to go up on their own accord in the darkness but were generally located on deck by the Japanese guards who would then administer beatings and herd them below again.

Whenever PW were discovered on deck without authority from the Japanese, the Japanese after beating the men and herding them below again would then call out the PW officers and administer a severe beating to them. I myself was beaten 17 times on the voyage, approximately 6 of which beatings were administered to me because some of my men had been found on deck without authority. The PW officers made no attempt at all to stop the men going up on deck. The plight of the men in the holds was so pitiful that it was just beyond human feeling to order them to stop below or to try to stop their getting the benefit of a little fresh air.

4. The other beatings I received from the Japanese guards were mainly because I refused to give them food out of the PW rations. I was Quartermaster for the PW party and frequently the Japanese guards would ask me for sugar or other foodstuffs out of the PW rations. I invariably refused and would be given a beating by a Japanese guare. I was beaten with rifle butts, sticks, wooden clogs belonging to the guards and on three occasions with my own clogs. On one occasion when beaten with my own clogs I was knocked unconscious.

5. Repeated requests were made to the Japanese authorities on the ship to allow the men to go up on deck for fresh air and to stretch their limbs but such requests were always met with an unequivocal 'No'. No reason was ever given as to why the men were not allowed up on deck.

6. Living conditions were indescribable. The lice and bugs cause great discomfort to the men and there were no means of getting rid of the vermin. When it rained the majority of the men could get shelter from the rain but a considerable number could not. It was a very wet trip and for the six weeks while we were going through the tropics it rained practically daily. When the men got wet there was no way of drying their clothes.

7. Sanitary facilities consisted of 6 wooden crates slung over the side of the ship. Six men could be accommodated at a time but as a big percentage were suffering from diarrhoea or dysentery, facilities were quire inadequate. The six crates were the only facilities for the PW during the journey. To reach the latrines the men would have to climb up out of the hold and get permission

from the Japanese guard before he could visit the latrines. Frequently of course the men were unable to get out of the holds in time because of dysentery or diarrhoea and had to make their stools in the holds.

8. The only form of washing available to the men was a hose-down from sea water about twice a week. About twice a week the Japanese on the ship would pump sea-water up and the men would be passed through a few at a time, about 20 at a time, and be hosed down by the Japanese in charge for about 30 seconds. This group would then move on and make room for the next group. This was the only washing facility ever made available to the men.

9. The food on this ship was simply shocking and was the worst of any of my experiences as a PW. The diet consisted mainly of rice and dried fish which had gone bad. A small quantity of green vegetables were made available for a few days after calling at a port. For the most part we were without vegetables. The men rapidly developed beri-beri, pellagra and the usual results of mal-nutrition. Their daily ration per man would be about 500 grammes of rice. The daily issue of fish for the 1000 PW was approximately 50 lbs. There was a daily allowance of a total of approximately 12 lbs of sugar for all the PW. We used to save the sugar supply for about 5 or 6 days when there was sufficient to give each man a spoonful each. Drinking water was made available in limited quantities and there was never enough to satisfy the thirst of the men.

10. Punishments, both illegal and excessive, were a daily occurrence. Bearings were administered particularly by the Japanese guards to the PW, sometimes without any reason and sometimes for coming out of the holds without permission. One of the main causes of beatings was failing to salute a Japanese civilian guard whether the PW was an officer, NCO or not. On one occasion one officer Lieutenant RUTHERFORD of a Queensland Artillery Regiment was very badly beaten up and as a consequence had to lie down for three days.

11. There was no RAP available for sick PW. The PW's doctor was Capt. PARKER of Sydney and he was allowed a small space on deck where he could treat men. There was a little space on deck where 8 or 9 of the worst cases were allowed to sleep. The other sick were forced to remain in the holds. Medical supplies were in such small quantities as to be considered almost negligible. Capt. PARKER made repeated requests for more medical supplies but without any result. Practically all PW were sick throughout the voyage. Approximately 90 percent had recurrent malaria and the majority for the greater part of the voyage were suffering from dysentery, beri-beri and pellagra. Every PW was suffering from malnutrition. About 3 or 4 of the PW died on the trip. Capt. PARKER estimated that if the voyage lasted another 2 weeks the deaths would have been very numerous. Two of the men died of

cardiac beri-beri and one died of pellagra. One died of cerebral malaria. My opinion was that we arrived in Japan only just in time to avert a very heavy death roll.

12. We arrived at KOJI, Japan, in September, 1944, and when we arrived the condition of the men was pitiful. Many of them had to be carried ashore on stretchers and a large number could hardly support themselves. They were all scare-crows to look at except for some 100 or 200 who were swollen with beri-beri. Apart from those who were suffering from beri-beri the men looked like skeletons with skin over them.

SWORN by the said John Lawrence HANDS)
at PERTH in the State of Western)
Australia this 12th day of September,) (Signed) J. L. HANDS
1946.

Before me: (Signed) ?

A Commissioner for taking affidavits
in the Supreme Court of Western Australia.

*eyewitness speaks of
good condition of soldiers
returning*

In the matter of Japanese War crimes and in the matter of the voyage from Singapore to Manila 4th July, to 21st. September, 1944.

1645A

A F F I D A V I T

✓ G

I, No. 153398 Capt. James Forbes LAWRENCE of the Gordon Highlanders, with permanent home address at Arngask Old Manse, Glenfarg, Perthshire, make oath and say as follows:-

1. I was taken prisoner in Singapore on the 15th February, 1942, when the British Forces capitulated to the Japanese. Until June, 1942. I was in Changi. I was then moved up to the Siam/Burma railway till December, 1943. I was then sent to Chungkai till the 6th June, 1944. Then down to Havelock Road Camp on Singapore Island previous to being embarked on the 27th June, 1944, on board the Hofuku Maru.

2. The Japanese organised the embarkation and their method was to put one British Officer in charge of 150 men. The Senior British Officer was a Capt. GIBSON. There were 1300 men on board the ship 1100 British and 200 Dutch. There were 13 officers, 10 of these were British and made up of 6 Line Officers and 3 MOs and a Padre. Of the 3 Dutch officers, 2 were Line officers and one MO.

3. The Japanese in charge of the PsW on the ship were Sgt. Jotani and Sgt. NORO. There were 2 interpreters, a 3rd. class Korean Pte. called ARAI and a 1st. class Japanese Pte. called MATSUMOTO. The Japanese officer in charge of the two PW ships which were going to form part of the convoy leaving Singapore was Lt. ENO. He, however, travelled in the other ship.

4. The ship itself, the Hofuku Maru was a cargo ship of 7000 tons. It was Clyde built in 1902 and given to the Japanese in 1918. They reconditioned it and it had been in service ever since. The cargo on this occasion consisted of PsW and rubber. Each PW had to carry aboard when he went a large bit of rubber. All the PsW were quartered in the 2 holds, one forward and one aft. Officers, and men had exactly the same quarters and we were divided between the two holds, about 650 in each. We left on the 4th July, 1944, in a convoy of altogether about 12 ships.

5. During the voyage the PsW were kept below decks in the holds, but the hatches were left open and at odd times parties of men were allowed on deck. Even so this provision was only granted after many requests to Sgt. JOTANI. These groups of men when they were on deck were always the target for JOTANI and the other members of the guard who considered it a sport to

copy to
Lt
Wormlane
Australia
Melbourne

✓ G
Ship given
to Jap
1918

wade in amongst the PsW with bars of iron and staves and anything else they could get hold of. They used to beat up the PsW unmercifully. Conditions generally in the holds were indescribable. The overcrowding was such that the men could not all lie down at once and groups took it in turns to huddle up in one corner in order to allow some men to stretch out. When a party of men was allowed on deck this eased the pressure below decks and a few men were able to get some sleep. The health of the PsW when they got on board was bad since they had all done about 18 months on the Burma/Siam railway. They were thin, emaciated, half-starved and riddled with diseases such as dysentery, malaria and beri-beri. They were naked except for G-strings, and a few of them had still some tattered tropical uniforms. The atmosphere inside these holds was stifling since the ship was made of iron and was sailing in the tropics. The hygienic arrangements were almost nil. There were no latrine facilities provided in the holds and those who were too weak to move or were half-paralysed with beri-beri excreted where they lay. There were a good many in that condition and the remainder of the people had to sleep and live and eat in these holds. The Japanese had provided 6 box-latrines which were roped to the outside of the ship, 3 for the aft-hold and three for the forward one, but obviously only those men strong enough to climb out of the holds could use these latrines.

6. At the end of July the ship arrived in Manila Bay. We anchored $\frac{1}{2}$ mile from the wharf-side and stayed there for 6 weeks. During this time nobody was allowed on shore. It was only after days of agitation that JOTANI eventually permitted 50 of the worst cases to be taken ashore to the prison hospital in Manila. Of these, I heard later, that 12 had died but so far as I know the remainder are still alive. The rest of us had to stay in the Hofuku Maru. Our meals consisted of watery rice twice a day and any leavings from the Japanese galley. By this time, after the long voyage and due to the lack of food and medical supplies men were beginning to die. In Manila Bay along 104 people died. The doctors and the British officers on board were constantly going at the Japanese to get them to allow some medical supplies on board even if they refused to allow the PsW off the ship. They refused however. However the American authorities in the prison hospital in Manila heard of our plight and got the Japanese to send over to our ship 3 cases of El capsules for injection. JOTANI took these capsules and issued them to the guards on board the ship. Each Japanese had a box of 250 given to him. They they forced our medical officers to give them the injections. Exactly the same thing happened when some multi-vitamin tablets were sent over to us. The PsW got none of these or any other medical supplies whatever. Not content with beating us and starving us JOTANI and NORO and the guards even broke up funeral services which we tried to hold. JOTANI had given permission for us to hold these, but as soon as they started

Manila

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he and the other Japanese would wade in with marlin-spikes and anything they could lay their hands on.

only
104
died

7. It would be impossible to exaggerate the effect of JOTANI and NORO on the PsW on board the ship. They and the other guards ruled us by fear. Their savage beatings and assaults on the men who had struggled up on deck, their complete disregard of all those sick and their general attitude and sadistic brutality towards us made life on the Hofuku Maru an absolute hell. It was a miracle to me that only 104 people died.

8. The ship sailed from Manila on the 20th September. The same people were still on board, that is Sjt. JOTANI and the others. We were in a convoy of 10 ships, escorted by two destroyers and two corvettes. There were no distinguishing signs on our ship to show that it contained PsW. It must have appeared from the air or from a submarine as just an ordinary cargo-carrying vessel. We were now kept definitely below decks and only so many at a time were allowed out to go to the latrines.

Bomb

9. On 21 September at about 1030 we heard machine-gun fire and planes overhead. Everybody was below decks at the time. A few seconds later an aerial torpedo hit the ship forward followed by another between the stern and the bridge and by a third directly below the bridge. Then the American planes began machine-gunning the vessel and there was complete chaos. The Japanese captain and his crew made an instant get-away by jumping overboard immediately. Sjt. JOTANI and Sjt. NORO and the guards did likewise, leaving the PsW to drown. The ship broke in two and sank in 5 minutes. More than half of the PsW were semi-starved and half paralysed and had no chance. For the rest, they were all below decks and there was no method of exit and altogether not far short of 1000 PsW went down with the vessel. I succeeded by a miracle in finding myself in the sea clear of the sinking ship. I hung on to a broken-down bamboo raft and was in the water till 6 that night before being picked up by a lugger. There were quite a number of other British PsW who had also succeeded in escaping from the Hofuku Maru. Our only consolation while we were in the water was watching the American planes sinking every ship in the convoy except one. The survivors, numbering 217 were taken back to Manila on the 22 September.

all
ships
but one
sunk

10. I do not know what happened to JOTANI and NORO but I consider them directly responsible for conditions on board that ship before she went down.

(Signed) J. F. LAWRENCE
SWORN BY the above-named James Forbes LAWRENCE)
at 6 Spring Gardens in the City of Westminster)
this 19th day of February, 1946.)

BEFORE ME

(Signed) A. M. PELL MACDONALD, MAJOR.
Legal Staff,
Judge Advocate General's Office,
LONDON.

-4-
Evidentiary Document No. 5158.

CERTIFIED TRUE COPY of the original affidavit.

1st. April, 1946.

(Signed) H. B. LAMB
HQ A.L.S.E.A. Lt. Colonel
AAG

MD/JAG/FS/JT/4(D)
AMEM/GJ

Birt. Ship

16467

IN THE MATTER OF THE VOYAGE FROM
SINGAPORE TO SAIGON IN FEBRUARY 1945.

A F F I D A V I T

I, No. 97113 Captain SAXON GEOFFREY DAVES, formerly of 85 Anti-Tank Regiment, Royal Artillery, with permanent home address at Hesketh Hotel, Llanberis, North Wales, make oath and say as follows:-

1. I was taken prisoner in SINGAPORE in February 15, 1942. I was held in CHANGI Camp from then until May 1942. After that I was sent to RIVER VALLEY on SINGAPORE ISLAND in a Working Party building go-dons. After that I went up to the BANGKOK-MOULMEIN railway line in THAILAND where I stayed until October 1944. I was then sent down to RIVER VALLEY Camp again with 500 men. We were told that we were going to be sent to J.F.N. The RIVER VALLEY Camp at this time was a transit camp for parties of prisoner of war on their way to JAPAN. There were about 2000 men there when I arrived. We were split up into groups of 500, each group being administered separately. There was a Japanese officer in charge of each of these groups. This officer was supposed to be responsible for all our administration and "Q" matters. The Japanese in charge of my group was Captain SUZUKI. SUZUKI scarcely interested himself in any of our troubles and made no effort to see that we had food or clothing. We stayed at RIVER VALLEY Transit Camp until February 1945.
2. On February 2nd, 1945 we embarked on a Dutch ship of about 1000 tons. She was an old ship and a cargo carrier and fully loaded with tin. There was scarcely any room on board for more than 500 men, nevertheless the Japanese crammed into her 2000 British prisoners of war. We were still divided into our groups of 500. I was in charge of one of them. Other groups were commanded by Major W. E. GILL and Captain FINLAY-MUNGALL, both of the 137 Field Regiment, R. A. FINLAY-MUNGALL's group consisted of approximately 1000 men. There were also about 300 natives from JAVA crowded in with us. Conditions on board were appalling, the men were packed so tightly together that it was impossible to move about anywhere on the ship. You simply had to stay where you were and lie down as best you could. The holds were jammed absolutely tight and the atmosphere was absolutely suffocating.
3. My group was in the same hold as the natives. The majority had dysentery and were so weak they could not get to the latrines even if they had been able to move, with the result that the small and conditions were ghastly and our men had to cook and eat their rice in these conditions.

4. Our food consisted only of rice and fish water. The Japanese officers were eating our Red Cross rations but we were never given any ourselves. No provision was made for sick men and these men just lay wherever they could and were attended by medical orderlies. They were given no extra food or any of the Red Cross rations.

5. We were always in danger of being attacked by submarines but no arrangements were made for saving our lives if that happened. The Japanese officers however, saw to it that they would be saved as they slept in the life-boats, in fact on the 3rd day out the convoy of ships in which we were was attacked by submarine and two of the ships were sunk. As there were only three ships in the convoy we considered we were very lucky in getting away with our lives.

6. The complaints were continually being made by myself to Capt. SUZUKI. No personal interview was granted during the whole voyage. My complaints had to be confined to Japanese other ranks getting no further.

7. Despite these inhuman conditions no British prisoners of war lost his life though the Javanese natives were dying at the rate of six a day, the corpses were just thrown overboard by the Japanese. This voyage lasted 5 days during all that time none of the prisoners who were below decks were allowed on deck and despite my constant complaints nothing was done to alleviate their suffering.

8. I regard Capt. SUZUKI who was senior Japanese officer on theboat as being entirely responsible for these conditions. I would describe him as being a typical Japanese his only outstanding peculiarities were that he was bald and very fat. I do not know exactly what happened to SUZUKI but as far as I know he was in SAIGON at the time of the capitulation.

SWORN by the above-named SAXON GEOFFREY DAWES)
at 6, Spring Gardens, in the City of Westminster) (Signed)
this fifth day of December 1945) S. G. DAWES.

BEFORE ME

(Signed) A.M. BELL MACDONALD,

Major Legal Staff,
Military Department,
Office of the Judge Advocate General,
London,

I certify that this is a true copy of the original affidavit.

/s/ A.M. Bell Macdonald. Major. Legal Staf
Office of the Judge Advocate General.

1647A

AFFIDAVIT OF ERIC KENNETH SCOTT.

I, ERIC KENNETH SCOTT with permanent home address at 62, Columba Road, Blackhall, Edinburgh, formerly Lieutenant-Colonel (R.E.M.E.) with personal number 93327 in His Majesty's Forces, MAKE OATH AND SAY AS FOLLOWS:-

1. On the 19th October, 1942, Col. C.M. Lane M.C., 10/15 Punjab Regt., Senior British Officer, P.O.W. Tanjong Priok, Batavia, was instructed by the Japanese Commandant, Tanjong Priok P.O.W. Camp to draft 1,000 (90 Officers and 910 O.Rs. approx), for departure for an unknown destination on the 21st October.

2. Immediate representations were made to the Japanese Authorities that, with the prevalence of malaria, dysentery, beri-beri, dengue, malnutrition, etc., in the camp, the majority were not in a fit state to travel. The worst sick cases among those drafted were inspected by the Senior British Medical Officer, Lt.Col. Mazie, R.A.M.C., and at a later stage by a Japanese Medical Officer from Batavia. Substitutions were made where possible, but even so, when the draft assembled on the 21st Oct. there were many stretcher cases and some 10/20% of the personnel collapsed on the march to the Docks.

3. At the Tanjong Priok Docks the party was joined by a draft of 300 R.A.F., under the command of Wing Commander Frowe, and 500 R.A. personnel under command of Lt.Col. Saunders R.A. This total of 1800 embarked on the thirty year old, 5,000 ton "Yoshida Maru" at 1600 hours on the 21st Oct. and were crammed down the four hatchways. Wing Commander Frowe and Lt. Col. Saunders' parties were accommodated below the forward hatches with some seventy Japanese personnel who had taken the "best" of the accommodation for themselves and the Tanjong Priok party of 1000 were crowded together so tightly aft that it was impossible to lie down and those immediately under the hatchways, which were unprovided with tarpaulins, were soaked to the skin every time it rained during the voyage. There were 16 deck latrines forward and 8 aft, also 2 small water tanks forward and 2 aft.

4. The ship sailed the following morning and throughout the voyage three meals of rice and fish soup were served daily. Under these conditions there was an immediate increase in sickness and an emergency hospital was formed on the upper deck under the shelter of a leaky tarpaulin. No blankets were provided, nor were any medical supplies of any description.

5. The "Yoshida Maru" arrived at Singapore at 13.00 hours on the 25th Oct. and the following morning all personnel were ordered ashore for a hosedown on the dockside under the supervision of Japanese guards. All personnel were then marched to the roadside where they were obliged to take down their trousers and a glass rod inserted in each man's anus

Steel
tube
"up
anus"

in full public view. All were then returned to the "Yoshida Maru".

6. On the 28th Oct. Wing Commander Frowe was instructed to draft 200 of his men to join Lt.Col. Saunders' party of 500 and transfer to another ship. Fourteen of the more seriously sick from Tanjong Priok Camp were then transferred to Singapore Hospital.

7. On the 29th Oct. at 0400 hours the remaining 1086 disembarked and were disinfested. During the day a further 19 went sick and were sent to shore hospital and 14 replacements were received from Changi P.O.W. Camp, making a total of 1081.

8. The 1081 embarked on the S.S. "Singapore Maru", 5,200 tons, built in 1904, at 1900 hours on the 29th Oct, the officers, 96 in number, being in this instance, segregated in the aft hold for the better maintenance of discipline. The general arrangements were similar to those on the "Yoshida Maru". Forward were accommodated Japanese troops, who spread themselves at the expense of the prisoners and forward were 16 deck latrines (8 for prisoners), and four small water tanks, (two for prisoners). Aft were 8 deck latrines, two water tanks and the galley. Three meals of rice and fish soup were provided daily and hot water for drinking three or four times per day. There were two small lifeboats, four rafts and no life-belts for P.O.Ws.

9. The "Singapore Maru" sailed for Japan at 10.00 hours on the 30th Oct. and by the 2nd November sickness had increased to such an extent that the establishment of a hospital on the aft hatch cover became necessary. The required accommodation was grudgingly given, as was the following medicine:- 10 Camphor Injections, 1 small box of Charcoal Tablets, 1 lb. Mag. Sulphate and a few aspirin and quinine tablets. Two men died almost as soon as the "hospital" was established.

10. On the 3rd November the "Singapore Maru" hove to off Cap St. Jacques, where, as Senior Officer, I made the strongest possible representations to the Japanese Commanding Officer, Lieut. Moriyama, regarding the state of affairs on board and demanded the immediate removal of all sick to Saigon and the sending of a radio report to Batavia to prevent the further shipment of P.O.Ws. under such intolerable conditions. The same afternoon the ship sailed without any action being taken to improve conditions aboard.

11. Sickness was now increasing at such a rate and the weather deteriorating to such an extent that the accommodation under the aft hatch had to be cleared of troops and the sick transferred to the space vacated. No amenities of any sort such as mats, mattresses, blankets, etc., were provided and the sick lay on the bare steel deck.

With difficulty some wooden buckets were secured for use as hospital latrines. A small quantity of newsprint was provided as toilet paper, but was soon exhausted and, as there was only sufficient water to permit of washing the hands once a day, personal hygiene was impossible and disease spread rapidly in consequence.

12. Deaths continued up to the arrival of the "Singapore Maru" at Takow, Formosa, on the 13th November, where 8 bodies were sent ashore for cremation, the harbour authorities refusing to permit them to be buried at sea. A list of 100 seriously sick was compiled and a request for their immediate removal to a shore hospital was submitted, but twenty one only were put ashore.

13. At Takow I was informed that accommodation was to be found for a further 400 Japanese troops and, in spite of all protests, the upper decks in all holds were cleared and the thousand odd P.O.s crammed down in the bottom of the holds and on the sand ballast in the space below the holds. The "hospital" was also transferred to the bottom of the aft hold. All Japanese troops were provided with clean mats to sleep on. P.O.s. slept on the steel decks or the sand ballast.

14. On the 15th the "Singapore Maru" left Takow and the same day anchored off the Pescadores, where she remained until the 18th. A further seven were buried at sea the same evening. Two hundred bismuth tablets were then issued to Dr. Liddell, the R.A.F. doctor on board, by the Japanese Authorities.

15. Proceeding Northwards the weather worsened and the cold increased to the great discomfort of those, the majority, who were in possession of tropical clothing only, and no blankets. The deck latrines, damaged by heavy seas, leaked badly and sprayed infected excreta over the decks, while below decks, the hospital, being unable to cope with any more sick, sub-hospitals were established in each hold. Latrine buckets were set up in the holds but some were so weak by this time as to be unable to use them and defaecated in their mess lines or where they lay.

16. By the time the ship anchored off Moji on the 24th of November approximately 700 were suffering from some sort of sickness or other. On the 25th Nov. the ship went alongside and the Japanese troops disembarked. This left the stores unguarded and the same night they were raided by British personnel. An enquiry was instituted by the Japanese Military Police on discovery of the theft on the following day, but the urgent necessity to disembark appeared to cut these proceedings shorter than was expected. As Senior British Officer on board I was held responsible and threatened with shooting, while several officers were referred to as "uncivilised beasts" by the English speaking Japanese Officer from Fukuoka, who was in charge of the disembarkation. A hygiene squad came aboard and sealed all latrines and inserted a glass

rod in the anus of each P.O.W. (a test for dysentery we were told), but did nothing for the 280 seriously sick who were left on the ship after thirty of the hospital sick had been taken ashore for treatment in Moji, and the remaining 677 mobile P.O.Ws. disembarked for the splitting up into groups for transport by open barge to Coal Mines in the vicinity.

*Coal
mines*

17. Of the fate of the 280 who were left on board in the care of three Dutch doctors and six Medical Orderlies I am unable to give precise information, but have reason to believe that the majority succumbed within a few days. Further information in this connection should be available from Dr. Liddell of the R.A.F. who was himself evacuated to Moji hospital at that time.

18. The 677 mobile P.O.Ws. after standing on the dock, in sub-zero temperatures, dressed in tropical kit, for several hours and without food were eventually split into one group of 170 and three groups of 169 each. I was in charge of the group of 170 and proceeded to Fukuoka No. 7 Camp, Ube, where a further 17 died from the effects of the voyage. All suffered from scurvy for several weeks.

Summary.

- 677 Disembarked, Moji
- 63 Buried at sea,
- 1 Committed suicide.
- 21 Removed to Hospital, Formosa.
- 30 " " " Moji
- 289 Too ill to be removed from "Singapore Maru".
- 1081 (includes 3 Dutch doctors and 6 M.Os.)

SWORN BY the said ERIC KENNETH SCOTT)
)
 At 6 Spring Gardens in the City of) Sgd. E.K. SCOTT
)
 Westminster this 19th day of January)
)
 1946)

Before me,

RATJCREEGAN, Captain
 Legal Staff.

DOCUMENT NO. 5207

Page 5.

Military Department,
Office of the Judge Advocate General,
LONDON, S.W.1.

I certify that this is a true copy of the original affidavit.

GEORGE F. GETTY III
1st. Lt. Infantry, A.U.S.
Legal Section GHQ, SCAP.

Tale of Japanese ~~said~~ sell ships to transport
But POW from Singapore ^{used} to Japan ~~told~~
reaf from affidavit of survivor by Lt Col T.F. MORNANE
of Melbourne, Austral Tullyburns, stay
~~Japese~~ Hōfuku war machine built ship ~~at~~ given
to Japan 1918 - 1902 left Singapore 17-4-44
with 1300 POW aboard ~~and without~~ for Japan -
~~steamer~~ ~~marily~~ testified to by Capt James Forbes Lawrence
~~was~~ who touched land Sept 22 in Marily =
Guadal

Guards considered it quite sport to wade in amongst
densely packed Pows with bare of Iron and staves
and anything else they could lay their hands on
to beat us up Summerfully. I thought
these Pows were quite emaciated ~~insects~~
halfstarved disease ridden Pows who had ~~survived~~
18 months labor in Burma. I saw R.L. ~~Strogatz~~
while in Manila. He had 104 Pows
died = ~~why on Sept stop~~

Appreciation extent stock of evidence that it
can inform policy of Japan to some
fortune all POW who usually on ~~discuss~~
live fostered-overseas clip stop.

live inflated overinflated ship stop.
 Lt Geoff Codys Hamilton affodent were sold of
 (around) of Royal Scots (1816)
 How, Lisbon were carry Power for Hong Kong to
 Johnson Japan 1942 was torpedoed and Japan
 closed Hatcher so that all would be killed
 POWS below - ~~when~~ as ship sunk
 POWS broke out of ship hold and were fired on 2 Japan Buds

MD/JAG/FS/JT/18
EB/JW

IN THE MATTER OF THE ILL-TREATMENT OF
PRISONERS OF WAR COMMITTED IN THE "DAI NICH
MARU" WHICH SAILED FROM SINGAPORE TO MOJI, JAPAN
28 OCTOBER TO 27 NOVEMBER 1942.

A F F I D A V I T

I, No. 364908 Warrant Officer Harold Alfred PRITCHARD, R.A.F.,
a Warrant Officer in the Regular Forces of the R.A.F., with permanent
home address at 55, Coronation Road, Aldershot, Hants, MAKE OATH and
say as follows:-

1. I was taken prisoner of war by the Japanese at GAROET, Java on 20
March 1942. I was despatched with a draft of prisoners of war from
Batavia on 23 October 1942 and was trans-shipped on 28 October 1942 at
Singapore to the DAI NICH MARU, a Japanese vessel of some 3,400 tons,
which was built in the MITUNOSHO ship yard, INNOSHIMA Island in 1916.

2. There were about 1,500 British prisoners of war aboard and the total
complement, Japanese and British, was about 4,000 men in my estimation.
These British prisoners of war were accommodated in four holds. I myself,
was in the bottom of No. 2 Hold which contained 286 men, mostly R.A.F.
personnel and some R.A. I personally measured this hold and the
measurements were 60 ft. wide by 40 ft. long. In the hold was stored a
large mound of wet iron ore clay and we had to arrange ourselves around
this sloping mound. No man was able to lie fully stretched out nor
could we lie flat down.

3. The voyage lasted for some 4 weeks and sickness prevailed after the
first week's sailing. We were provided with a very small quantity of wet
rice and dehydrated potato chips, dipped in hot water, twice daily at
1000 hrs and 1430 hrs - a ration which was totally inadequate. We each
received only 1/3 pint of drinking water per day. There were no washing
facilities of any kind. When we embarked we were clothed in shirts and
shorts only. We had no change of clothing and no other clothing was
issued aboard the vessel. The only provision for ventilation was the
opening of the hatches on top of the hold during fair weather. On many
occasions the hatches were closed for as long as two days at a time and
during the last week the hatch was closed. There was no lighting arrange-
ment in the hold and when the hatches were closed the hold was completely
blackened out. The hold was also infested with rats. No exercise was
permitted on deck. The latrine arrangements consisted of two boxes on
deck for Holds Nos. 1 and 2, which were reached by a vertical ladder
up the side of the hold. These latrine arrangements were totally
inadequate for the number of men in these two holds. When men became
too sick or weak to climb the vertical ladder they defaecated amongst the
wet ore in the hold. Practically every man suffered from some form of
enteritis or dysentery. Some 10 men died in No. 2 Hold and I was
personally present at the burial of six of these at sea. Other men died in
the other 3 holds, but I do not know how many. There was one Army medical
officer aboard but he had practically no medicines or equipment. No /
Japanese

Japanese medical assistance was provided. There appeared to be no medical equipment aboard as Japanese soldiers themselves approached the British medical officer for treatment. During the last week of the voyage some prisoners of war from No. 2 Hold who were suffering from continuous diahorrea and dysentery were kept on the hatch of No. 2 Hold but these men suffered severely from exposure to cold as we neared Japan.

4. The vessel proceeded via Port Jaques, Saigon, to Formosa and from there to MOJI, Japan, arriving about 27 November 1942. On arrival some 40 men from No. 2 Hold were left in the hold when we disembarked as they were too weak to move. I do not know what happened to these after I left.

5. Many men died within a month of disembarkation as a direct result of the atrocious conditions and suffering aboard this vessel. No medical treatment was available on disembarkation at MOJI - nor for some two months later. Deaths then ceased i.e. after we received medical treatment and care. The 1,500 prisoners of war aboard had all been selected as fit to travel when we embarked at Java and we were all fit when trans-shipped at SINGAPORE.

6. I do not know the names of any of the Japanese responsible for the embarkation or of any Japanese on board the vessel.

SWORN by the above named Harold Alfred)
Pritchard, at 6, Spring Gardens, in the) (Signed) H. A. Pritchard.
city of Westminster, this eleventh)
day of January, 1946.)

BEFORE ME

(signed) Rathoreedan,
Captain Legal Staff,
Mil. Dept. Office of the Judge Advocate General

I certify that this is a true copy the original affidavit

/s/ E. Beata, Capt.
Office of the Judge Advocate

C E R T I F I C A T E

The undersigned Charles JONGENEEL, first Lieutenant R.N.I.A., head of the War Crimes Section of NETHERLANDS FORCES INTELLIGENCE SERVICE (NEFIS) being first duly sworn on oath deposes and states that the annexed report is an English translation of the original Dutch document, entitled:

Report of Examination of Witness drawn up by J. G. Benders, Captain T.S.D. K.N.I.L., on the 21st day of February 1946 containing a sworn statement of A. van Blommenstein, Home-guard Sergeant 78605. No. 1207/R

which document is a part of the official records of the Nefis.

Signature:

Batavia 7th June 1946.

(
/s/ (Ch. Jongeneel)
(S E A L)

Subscribed and sworn to before me, K.A. de Weerd, First Lieutenant R.N.I.A., Higher official attached to the Office of the Attorney - General N.E.I.

/s/ K. A. de Weerd

A F F I D A V I TREPORT OF EXAMINATION OF WITNESSESSUMMARY OF EXAMINATION OF:

NAME	: "A. van BLOMMESTEIN"
BORN	: SITOEARDJO, January 31st 1905.
RANK	: Homeguard Sergeant.
NUMBER	: 78605
Detail	: Local Engineers
CIVIL PROFESSION	: Planter
Present Residence	: CHANGI-jail SINGAPORE
Future Address	: Unknown, in HOLLAND

Witness is informed of the subject of the interrogation. Witness, duly sworn, answers the questions asked him, as follows.

1. Were you made a POW or interned in a civil internment camp? Made a POW.
2. By whom were you made a POW or interned? By the Japanese authorities
3. When and where was this done? BANDOENG, April 26th 1942.
4. In which POW camps or internment camps were you, how long were you there; mention the periods. April 16th, 1942 - about June 1942 15th Battn. BANDOENG June 1942 - early in October 1942 4/9 Battn. TJIMAH. Early October 1942 - end October 1942 GLODOK, BATAVIA. End October 1942 - transported to RANGOON by "TOKAMA MARU". Imprisoned till first days of December 1942, transported to MOULMEIN, in jail till mid December 1942. Transported to work-camp RETPU (Camp 30) from December 1942 till early March 1943 in RETPU early March 1943 - June 1943 hospital camp TAMMIO-BAJA from June 1943 camp 18 about 10 days, then back to RETPU (Camp 30) till August 1943, then Camp 108 till December 1943, then CAMBURY till November 1944, then transferred to TAMARKAN till January 1945, then HAJEI-TUNG till mid-March 1945, then TOENSONG until surrender.
5. Can you give information about atrocities inflicted on yourself or did you witness atrocities being inflicted on others?
On board the "TAKAMA MARU".
Countless people were crammed in the holds, I cannot state the exact number; each of us had 3/4 m2 space for himself and his luggage. This transport took about 25 days (we were in the roads of SINGAPORE for three days without being permitted to leave the ship). At PENANG 3 or 4 boys tried to escape, the 2 last escapees were caught; one of them was called "PRONK" (probably a Naval man), other names I do not remember. They were almost beaten to death on deck by the Japanese guard. I was in the hold, so I could not witness the scene. Everybody was awakened. We heard the hits and kicks, the screams and groans of the victims. It was horrible. In the morning I saw two of them; they looked a perfect sight:

/
their

their eyes and lips could not be distinguished. They were tied on deck and were kept in this position for about one week (some food was supplied to them and they were permitted to go to the toilets; to stand or walk was next to impossible to them). "PRONK" died as the result of the maltreatments in jail at RANGOON: the other survived. The transport was terrible. A heavy dysentery broke out, as a result of the bad treatment. We hardly got any medicine. The excreta of the sick who were lying on the hatches, seeped down to where we sat eating. Nearly every day a corpse was buried at sea. The Dutch doctors did their utmost but were powerless because they had no medicines etc. One of the doctors was, if I am not mistaken, Dr. "REELINK-KAMP".

6. How was the name or nickname of the person who inflicted the atrocities mentioned by you and can you give his description?

7. Do you know other witnesses of these atrocities?

8. Can you give further particulars of importance to the investigation?

Sworn before me: "J.G. BENDERS", Captain F.S.D. K.N.I.L.,
ON THIS TWENTYFIRST DAY OF FEBRUARY
NINETEEN HUNDRED AND FORTYSIX.

Detailed to examine the above by the Commander-in-Chief, Allied Land Forces, South East Asia.

Translated by Section V. 6/5 '46
/s/ ATL (5)

NETHERLANDS EAST INDIES
CITY OF BATAVIA.

MARIA, P. E. KERSTENS being first duly sworn on oath deposes and states that she is an interpreter duly assigned to NETHERLANDS FORCES INTELLIGENCE SERVICE and that she duly translated the annexed document, entitled:

Report drawn up by J. G. Benders, Captain T.S.D. R.N.I.A.
on the 21st day of February 1946, containing a sworn statement of A. van Blommestein, Homeguard Sergeant 78605, born at Sitoeardjo on January 31st. 1905.

from the original Dutch into the English language, and that the annexed English version is a full, true, complete and accurate translation of the original.

Signature

/s/ M.P.E. Kerstens

Subscribed and sworn to before me this day of June 7th. 1946.

K. A. de WEERD, first Lieutenant R.N.I.A., Higher official attached to the office of the Attorney - General N.E.I. /s/ K. A. de Weerd

I, JOHN ROSS BERGE of 85 Nottingham Street, Karori, Wellington, do solemnly and sincerely declare

THAT I was born in New Zealand on the 8th January 1921, and I served in the Armed Forces of the Crown first as a member of the R.N.Z.A.F., and later as a member of the Fleet Air Arm with the rank of Lieutenant (A) until I was captured by the Japanese.

THAT on the 9th March 1944 while serving as a Lieutenant in the Fleet Air Arm I was a passenger on the merchant vessel M.V. "BEHAR" en route from New Zealand to Ceylon and was captured by a Japanese cruiser, which sunk the "Behar" with shell fire.

THAT with the other captured prisoners, I was taken to Batavia and imprisoned in the Naval Barracks there, where 35 of us were confined in a brick room with a tiled floor for a week. We were not supplied with any bedding during this week and apart from the fact that there was a Japanese guard at the door and that food-of-sorts was brought to us, no one took any notice of us. The food consisted of "left-overs" of rice from the tables of our Japanese captors, and some kind of slops. All of us were suffering from diarrhoea, and as there was only one lavatory and no washing conveniences, we soon got into a filthy condition as we were kept locked up during the night. The Naval Barracks in which we were imprisoned for this week was formerly known as the "K.L.M. Hotel" so I was informed.

THAT at the end of a week we were interrogated by an English speaking Japanese Naval officer. We were actually divided up into parties of six and taken to a private house for questioning by these English speaking Naval officers. They asked us all sorts of questions, but treated us well, made all sorts of promises to us and supplied us with cigarettes. I have no complaint to make regarding the treatment I received from them. We were kept at a private house for approximately six weeks while this questioning was going on, and the Japanese Naval Intelligence officer who interrogated me was named "TAKI".

THAT after six weeks of this relatively comfortable treatment we were taken back to the Naval Barracks where we were photographed and told that we were being taken to Japan for repatriation. We were then taken by train to SURABEYU in charge of Taki who was friendly and treated us well.

THAT at Surabaya we were imprisoned three in a cell in the old Dutch Naval Base and kept there for a month. We were not allowed outside the cell and had no exercise during that month apart from pacing up and down the cell which measures approximately 8 ft. by 5 ft. We were again questioned there and told that we had told lies to our captors in Batavia. This was, in fact, true as we did tell lies to our captors there.

THAT we were then blindfolded and handcuffed and taken and placed aboard a troopship - a former cargo ship - and taken to Japan. This voyage lasted for 17 or 18 days and five other prisoners and myself were taken on this ship.

THAT the names and addresses of my fellow prisoners were:-

Lieutenant Samuel Parker (Navy) New Zealand
 Lieutenant James Godwin (Navy) New Zealand
 Captain Maurice Symons, 85 Beechwood Drive, Jordan Hill, Glasgow
 Captain Percy Green (Merchant Navy) 6/-Putterfield and Swyre,
 Hong Kong.
 Chief Wireless Operator Arthur Walker

THAT during this trip to Japan we were kept handcuffed to the wall of the cabin except when we were released for some other form of ill-treatment. We were confined two in a cabin, but we were continually changed so that during the voyage I had as a cabin mate each of the above named men at one time or another during the voyage. The Disciplinary Officer in charge of us was a "two star" Petty Officer, and I think his number was 38268. He was a typical Jap in appearance and I do not know his name. For no reason at all he kept Captain Symons and myself standing on tiptoe, tied by our thumbs to the roof of the cabin for a period of five hours without a break, and during a rough sea. I was also forced to do "on hands and feet up and down exercises" with my hands handcuffed close together. We were all forced to do this exercise and if anyone could not keep going or allowed his body to touch the ground he was kicked by the Disciplinary Officer abovementioned. Another form of ill-treatment on this ship was that we were forced to kneel on a lattice type of seat for periods up to three quarters of an hour at a time with our faces towards the wall without moving. The guards behind us would beat our bare feet with a length of rope and give us cuffs on the side of the head, the idea being to get us to move or fall off the seat on to the floor where we would be kicked. I cannot identify the guards who were responsible for meting out this treatment to us.

Ofuna Camp THAT on arrival in Japan we were taken by train to OFUNA CAMP. This camp is not a listed or registered Prisoner-of-war Camp but a sort of interrogation camp. It was in the Tokio area and there were approximately about 60 prisoners there at one time with drafts coming and going to other P.O.W. Camps. The Medical Officer in Ofuna Camp was a vicious and sadistic type. We knew him as "Congo Joe". He belonged to the Tokio area, and he was an unusually tall and powerful man physically for a Japanese. He was about 5'11" in height with a powerful physique, pale complexion, and a square head. He was notorious for the manner he used in beating and bashing prisoners - using sticks or his fists. One of the prisoners in Ofuna was an American Lieutenant named William Harris, whose father was Major-General in charge of U.S. Marine Aviation. By studying the Japanese characters

learned Japanese

(alphabet) on our identification tags Harris was able to translate the Japanese language into English and eventually was able to translate news from the Japanese newspapers. While he was so doing one of the other prisoners kept guard and on one occasion Lieutenant Commander Boullard of the U. S. Navy was keeping guard. "Congo Joe" sneaked up and saw Harris through the window. The alarm was sounded and all prisoners were "fallen in" on the parade ground. Harris and Boullard were paraded in front and beaten by "Congo Joe" with a bamboo crutch. Harris was beaten about the head and back and buttocks for about 45 minutes. He became unconscious before the end of the beating but on the instructions of Congo Joe he was held up by other Japanese guards. Boullard was also beaten but as his "crime" was not so serious he did not get such a bad beating as Harris. I also got two severe beatings from "Congo Joe". At one time I had to clean out the Japanese guard room and as the prisoners were desperate for cigarettes I used to collect the cigarette butts left by the Japanese guards and take them back for the use of the prisoners. I was caught taking these cigarette butts so I was duly taken out before the parade with the full knowledge of the Camp Commandant and beaten by Congo Joe. He used a baseball bat - one that had been made by an American prisoner - and beat me for about 15 or 20 minutes on each occasion with this. I did not sustain any permanent injury from these beatings, but they were very painful at the time as the skin was broken and the flesh badly bruised. These beatings were daily occurrences by the guards at Ofuna Camp and there were always cuffs on the side of the head and lesser beatings with the butt of a rifle or a bayonet scabbard for some imaginary breach of camp discipline. For example one had to ask in Japanese when one desired to visit the latrine. If the guard thought the prisoner was not sufficiently servile, the prisoner would receive a blow from a rifle butt or a blow of the guard's fist on the side of the head, or such like. There were about 10 guards in Ofuna Camp and all of them took turns at bashing and beating the prisoners. Incidentally, "Congo Joe" was medical "Officer" in the Camp. He paraded with a tray of coloured ointments in jars and used one piece of rag for everything. A man being treated for a sore throat had the same rag used on his throat as the man who was treated for haemorrhoids. All the beatings and thrashings which were usually inflicted on the back and buttocks of the victims were given with the full knowledge and connivance of the Camp Commandant. I do not know the Commandant's name but he was a Warrant Officer and his photograph appears in the "Free Lance" of the 3/10/45 at page 28.

big butt w/bat.

VG use

THAT I remained in Ofuna Camp until September 1944 and was then taken to OMORI CAMP - the Headquarters Camp in the Tokio Area. The Camp Disciplinarian at this Camp was Sergeant WATANABAE. He was a well educated Japanese, and he informed us that he had been educated at Tokio University; that his mother owned one of the few copper mines in Japan; and that he had been a newspaper reporter. Watanabae used to talk to us and treat us well some days, and on other days he got into a bad humour and bashed and cuffed everyone within reach. Some days he would rave with temper and swear that he was going to decapitate

VC
am.
beaten

someone. He sorted out former officers among the prisoners for special ill-treatment. I saw him parade all the officers in the parade ground and then start at the left of the parade and go right through cuffing and punching everyone on the parade. Sometimes he used a stick; sometime he used his fists; and on some occasions he used his sword scabbard. I have been beaten by him on these parades. On one occasion he broke some bones in his right hand while beating the prisoners and had it set by another prisoner Major Richardson of the United States Medical Corps - and he punched and cuffed Major Richardson with his sound hand while the injured one was being set. Watanabae was a sadistic type and seemed to get pleasure out of beatings. On one occasion he issued an instruction that no one was allowed to smoke in the camp. This instruction did not matter so much when there were no cigarettes, but we received some Red Cross parcels with cigarettes in them, and we smoked in defiance of the ban. Ensign Mead of the U. S. Aviation Corps - home address 2545 Monterey Avenue, San Marino, California, was caught smoking and beat insensible by Watanabae in front of the parade. Two other Americans whom I saw being beaten by Watanabae were Charles P. Samson, 2645 Arnold Way, Corvallis, Oregon, and Harold Van Warner, 71 Green Street, Battle Creek, Michigan, U.S.A.

Good to us

THAT at one stage a number of the prisoners were employed in the leather shop making water bottle covers for the Japanese army. We were given a quota to fulfil daily, but we seldom fulfilled our quota. For this we were beaten on parade. I was beaten on a number of occasions for not fulfilling my quota - with sticks, sword scabbards, once by a chair, and with Watanabae's fists. In March 1944 the air raids by the Allies started, and Watanabae consistently cuffed and beat us during air-raids. We organised our own A.R.P. system among the prisoners, but Watanabae assumed command of us and issued orders with the customary blows, cuffs and kicks. On one occasion during a raid Watanabae was on leave and the Camp Commandant instructed us to remain in bed. Watanabae came back unexpectedly and ordered us out to our A.R.P. stations. There was a lot of commotion and noise during the raid and we were nearly shot by the armed guards who thought that we had rioted. They thought that we were in our quarters and did not know that Watanabae had forced us out. The Camp Commandant countermanded Watanabae's orders and sent us all back to bed. The date was the 12th December 1944. The next day Watanabae vented his ill-humour on everyone within reach and practically everyone in camp sustained a black eye from Watanabae. Watanabae was such a tyrant and bully that the lives of all the prisoners were controlled by his whims. Everyone was suffering from nerves and everyone was in a panic when he approached - even the other Japanese guards. The Camp Commandant was weak - he could have stopped Watanabae's bullying if he had so desired. The Colonel-in-Charge of the Tokio Prisoner-of-War Area must also have known all about Watanabae's behavior, because he had an office in our camp. One of the Japanese guards was named "KANO". He was good to us, and frequently warned us when Watanabae was around and in a bullying mood. Where we were guilty of minor

breaches of camp discipline KANO arranged for us to be brought in front of the Camp Commandant instead of Watanabae so that our punishment was not accompanied by thrashings and beatings. "Kano" used to go to such lengths on our behalf that he himself suffered beatings at the hands of Watanabae. On the 23rd December 1944 Watanabae was transferred from OMORI together with the Camp Commandant and we had a comparatively good time in OMORI after their departure. The new Camp Commandant was Sergeant Major Ogcri and I had a reasonably easy time there until March 1945 when I was transferred to a branch camp at NAOETSU. The Camp Commandant at this new camp was the old commandant from OMORI and his assistant was Watanabae. There were nearly 200 Australians in this camp and conditions were, if anything, worse than in OMORI, insofar as beatings were concerned. Watanabae beat, punched, cuffed and kicked everyone within reach and his presence made life a hell for the prisoners.

unloading coal. J

THAT we were housed in an old warehouse building which had had a dividing floor put in. The accommodation for the 200 prisoners there was definitely overcrowded, but conditions became worse on 3 June 1945 when another 400 American prisoners from a bombed out camp at Osaka were brought in. Conditions became filthy as there were only 15 latrines for nearly 700 men - the lavatories were troughs in the ground floor of the building, and the stench was indescribable. There were no washing facilities and clothing and bodies were infested with lice and fleas. Prior to the arrival of the Americans from Ofuna we were employed unloading a coal ship for about 3 weeks, and we were constantly under the threat of Watanabae's fists, stick, sword scabbard or feet. We were constantly cuffed and bullied by him, or were receiving blows from sticks or rifle butts, or being kicked. I was frequently cuffed and kicked during the unloading of this coal ship. It was dangerous to fall down while being bashed or cuffed, because if one fell to the ground Watanabae would use his boots and he was not particular where he kicked a prisoner - on the face, ribs, groin, or anywhere. After unloading the coal ship I was sent with a working party to a 3 acre vegetable camp about 10 kilometres from the camp where we worked from approximately 7.30 a.m. to 6.30 p.m. or 7.p.m. daily.

THAT in June 1945 Watanabae left this camp and a Japanese soldier named "KONO" was interpreter. He was a "3 badge private" and he cuffed, kicked, and beat the prisoners the same as Watanabae had done. He was about 5' in height, slight build with very thin face and sunken cheeks, about 24 years of age and he wore glasses. I cannot definitely now name anyone who was beaten by KONO but I received cuffs and blows from him.

WT.

THAT I remained in this camp until 15th August 1945 and left Japan on the 5th September 1945 on the Dutch Hospital Ship "TJITJALENGKA" arriving at Auckland on the 3rd October 1945. At the time of my capture I was approximately 13½ stone in weight and when I was released my weight was approximately 7 stone.

AND I make this solemn declaration conscientiously believing the same to be true, and by virtue of the Justices of the Peace Act 1927.

(Signed) JOHN R. BENGE
Lt. (A) R.N.Z.N.V.R.

Declared at Wellington this eleventh day of April 1946 before me

(Signed) A. MUGGERIDGE
Justice of the Peace

Certified true copy of original
I.N. EVANS
Flight Lieutenant Royal New Zealand Air Force

1657A

Evidentiary Document No. 5376.

In the International Military)
Tribunal for the Far East)

The United States of America and others

ARAKI, SADAO and others.

A F F I D A V I T

I, NESTA GWYNETH JAMES of 115 Australian General Hospital, Heidelberg, in the State of Victoria, Captain in the Australian Army Nursing Service make oath and say:-

1. I was taken prisoner at Muntok, Banka Island on 15th February 1942. Subsequently I was sent to Palembang, Sumatra.

2. In October, 1944, together with a party of women prisoners of war and internees, I embarked on a small boat at 8 o'clock at night. The space was so cramped that we could not move our legs. There were no sanitary arrangements on the boat. We remained at the wharf that night and left early the next morning for Banka Island arriving at about 5 o'clock in the evening.

3. In April, 1945, I was one of a party of women prisoners of war and internees who were shipped from Muntok to Palembang in a small ship. We had many stretcher cases and had to carry them together with our luggage down the long pier at Muntok. There we loaded them on to a tender and from a tender to the ship. One patient died on the wharf. We left at one o'clock in the afternoon. Shortly after this another patient died, stretcher patients and nursing sisters were on deck without any protection throughout the whole of the trip. We were stationed in the Musi River when darkness came on. We stayed there all night without any protection whatever and were bitten severely by mosquitoes. We had no warm clothes and suffered badly from the cold. We started again the next morning. The sun blazed down on us. It got so hot that the nursing sisters could hardly touch the patients - they were burning. The remainder of the sick and other passengers were carried down in the hold where they were compelled to remain for the whole voyage. There was no sanitation whatsoever on this ship and 75 percent of those on board were suffering from dysentery and diarrhoea. One patient died before we arrived at Palembang that evening, and another died just after we arrived there. In spite of our exhausted condition we had to remove all the patients from the ship and put them on the train.

Sworn at MELBOURNE in the State of Victoria,
this 8th day of October, 1946.

)(Signed) NESTA JAMES

Before me (Signed) J. J. Hinley, Major, A.A.M.C.

C E R T I F I C A T E

1653A
The undersigned CHARLES JONGENEEL, first Lieutenant R.N.I.A., head of the War Crimes Section of NETHERLANDS FORCES INTELLIGENCE SERVICE (NEFIS) being first duly sworn on oath deposes and states that the annexed statement is a full, true, complete and accurate copy of the original affidavit entitled

"Summary of Examination of ISAAC SAMUEL DIXON, dd.
March 25th, 1946" - O.M./8222/S.

which is a part of the official records of the NEFIS.

SIGNATURE:

Stamp of the Intelligence Service
Netherlands Forces

BATAVIA, June 7th, 1946.

Subscribed and sworn to before me K.A. de WEERD, first Lieutenant R.N.I.A., Higher official attached to the office of the Attorney-General N.E.I.

SIGNATURE: K. A. de WEERD

Evidentiary Document No. 5293.

S T A T E M E N T

SUMMARY OF EXAMINATION OF ISAAC SAMUEL DIXON:

Occupation: Municipality Officer BATAVIA, Address: 22 BOEKIT BESAR, Palembang. (P.O.) being first duly sworn on oath deposes and states that the annexed statement is a full, true, complete and accurate copy of the original affidavit entitled

who, duly sworn, states:

I am 37 years of age, of DUTCH nationality and born at WATERGLAAFSMED, HOLLAND, my permanent address is 158 STADIONKADE, Amsterdam, Holland. I am at present living at 22 Boekit Besar, Palembang. records of the NEFIS.

I was interned by the Japanese at BATAVIA in May 42 as a civil internee. In Jan 44 we were transferred to BANDOENG civil internees camp TJIKOEDAPATEUN. The Dutch camp leader was van KARNEBEEK.

In Jul 44 the Japanese removed in total about 1500 civil internees to the POW camp SENEN, Batavia. After this, this group was considered to be and was treated as POW's. On 19 Sept 44 I was removed in a group totally amounting to 1750 POW's 600 Ambonese POW's and about 5500 Indonesian coolies (forced labourers) from JAVA to SUMATRA. Both, EUROPEAN and INDONESIANS were taken aboard a Japanese cargo steamer of appr.

Evidentiary Document No. 5293.

S T A T E M E N T

SUMMARY OF EXAMINATION OF ISAAC SAMUEL DIXON:

Occupation: Municipality Officer BATAVIA, Address: 22 BOEKIT BESAR, Palembang.

5,000 tons. This ship had four holds. The lower holds were loaded with foodstuff (rice, sugar etc.) and ammunition (anti-aircraft 7.5mm shell's) which I noticed myself on an inspection of these lower holds. In addition to that about 30 drums of petrol were put on the decks. All our luggage was stored on decks as well.

Then the POW's were crammed together into one of the upper holds whilst the coolies were put into the 2nd. upper hold. However before all the POW's had to be carried out of the hold again. The temperature in these holds was so terribly high that it was nearly impossible to stay in since lack of fresh air caused suffocation. We then were allowed to remain on the decks (partly). The ship put to sea but let her anchor drop about 300 m out of the harbour. Then a BRITISH POW went mad and jumped overboard. The Japanese thought this very funny until the Britisher made for the shore. He then was brought back on board and because of this event orders were given that all POW's should be locked up in the holds. Since this was absolutely impossible in a decent way, the POW's were beaten into the hold. I do NOT understand how they managed to get room, but they were crammed together standing upright, since lying down or even sitting was impossible. Several POW's were severely beaten. Personally I was beaten with a heavy stick over the head as a result of which I was seriously injured and bleeding (medical attention was given to me by Dr. KUYPER who was drowned later). I lost consciousness for about 3 hours. I do NOT know the name of the Japanese who beat me.

After the ship put out to sea at about 4 pm we went back on deck again, because we could NOT stand the situation in the hold any longer. Nothing was done against this by the Japanese. Food was bad but sufficient in quantity. Since about half of the men constantly suffered from seasickness and did not take their food. Drinking water however was very short and absolutely insufficient. Bathing and washing was impossible. The decks were so overcrowded that those who could NOT find a seat, about 300 POW's were forced to walk constantly because the gangways had to be kept free.

We were guarded by a Japanese transport commander, whose name I do NOT know and about 40 Japanese soldiers. These guards started the 2nd. day after the ship sailed to call all POW's one after the other to come to the bridge. Wedding rings and watches were then taken from us and we were forced to sell them at a fixed price of 5 yen (Japanese currency) for a ring and 10 yen for a watch. Protests were of no use, refusal was answered by beatings. In this way hundreds of us were forced to sell our belongings.

On 18 Sept. 44 at 5.20 pm (Japanese time) the ship was hit by two torpedoes about 25 miles off the west-coast of SUMATRA somewhere between BENKOELEN and PADANG. One of the torpedoes hit her amidships on the starboard side the other one hit the hold below decks. As a result of this the ship was torn open. People were panic stricken in particular those in the holds. There must have been lots of casualties in these holds. Personally I was on deck. I saw many POW's jumping over board after the first torpedo hit us. These men were all killed by the explosion of the second torpedo. Within 20 minutes our ship sank. I managed to swim away from it, because I was afraid that it would blow up when the boilers reached the water. This however did NOT happen. I saw the Japanese transport commander getting into a lifeboat together with part of our guards. Many POW's got hold of the edge of this lifeboat but instead of taking them in, one of the Japanese chopped off their hands or split their skulls with a huge axe.

One victim of this sort of maltreatment was saved. His skull was split open and showed his brains. I saw him in PADANG prison afterwards where he died, after medical attention had been given to him by one of the two surviving DUTCH doctors. Dr. VITALIS and Dr. WAARDENBURG. They will be able to give full information about this case. I do not know their present address.

Our escort, consisting of one destroyer and one corvette, did NOT do very much to rescue and pick up survivors. The destroyer disappeared altogether after having dropped its depth-charges but came back after some hours to lend assistance. The corvette picked up about 400 survivors and they made straight for EMMAHAVEN. The destroyer picked up only a very few men; those who were very exhausted and became unconscious were thrown overboard again by the Japanese as I was told later.

All the survivors were taken to PADANG prison. The total appeared to be 276 European POW's, 312 Ambonese POW's and about 300 Indonesian coolies. Most of us were entirely naked. The only clothing supplied to us by the Japanese was one pair of thin short pants per man. We were treated very badly. Naked as we were, we were made to sleep on the concrete floors of the prison building with no blankets nor mats. Hygienic conditions were terrible. When we came in this jail all the lavatories were full; thus we had to relieve ourselves on the floor. The smell was penetrating and nauseating. Chances of contamination were very great. There was only one tap in this prison from which we got our drinking water. This meant that we had to stand in a queue for hours before getting a chance to drink. On the second day this tap was turned off by the Japanese, after which we had to drink well water from an extremely dirty and obviously contaminated well.

Since most of the POW's were extremely exhausted and weak because of the physical and mental strain of the past days (some of the men remained in the sea for about 57 hours) the number of sick grew very high. Because of the lack of clothing, the bad food and the bad hygienic circumstances and owing to the fact that no medicines were supplied to us, many POW's fell seriously ill (inflammation of the lungs, sunburn) and died. Within 10 days 42 of us had died.

I can NOT tell you any names of Japanese in charge of this jail and responsible for the conditions in this jail but I know that our guards were all KEMPEI TAI people. After four days the first group of POW's were moved by train to PAJOEKOEM-BOEH, clad as we were, only wearing shorts. Since we were moving through very mountainous regions, we were all shivering with cold especially during the night and the early morning at PAJOEKOEMBOEH station. Many POW's caught a cold which must have resulted in inflammation of the lungs. During this trip we got no food.

From PAJOEKOEMBOUEH we were transported to PAKAN BAROE in open trucks. This meant a trip of 285 km. partly in the fell tropical sun, partly in the rain. Again no clothing so that we suffered very much with cold. Within three weeks after our arrival another 6 of us died. Then we were put on forced labour to build a railroad from PAKAN BAROE to MOEARA

(Signed) I. S. DIXON

I certify that I duly translated the above summary to the witness in his own language, prior to his signature which appears above.

(Signed) Interpreter
D.A.BUITENHUIS

Sworn before me M. E. D'ASTUGES, OC No. 4 War Crimes Investigation
Team Detachment Palembang.

This 25th day of March, 1946. Detailed to examine the above
by C-in-C Allied Land Forces. SEA (Authority: ALFSEA
Administrative Instruction No.

IN THE MATTER OF THE ILL-TREATMENT OF BRITISH
PRISONERS OF WAR ON BOARD THE S.S. 'LISBON MARU'.

British National Office Charge No:-

United Nations War Crimes Commission Reference:-

1053ff

I, Lieutenant Geoffrey Cadzo Hamilton of the 2nd Battalion, The Royal Scots and whose home address is at Hertford, South Downs Road, Hale in the county of Chester, make oath and say as follows:-

1. I was taken prisoner by the Japanese at Hong Kong on the 25th December 1941 and I was kept at two prisoner of war camps, Shamshuipo and Argyle Street until September 1942.

From Hong Kong
2. I was embarked with the second draft of prisoners of war at Hong Kong on the 25th September 1942 on the Japanese steamer S.S. 'Lisbon Maru'. The prisoners were under the charge of a Japanese by the name of Lieut. Wada, who was taking a total of 1,816 officers and ORs from Hong Kong to Japan.

2000 Jap troops
3. The prisoners of war were accommodated in three holds. The Royal Navy were in No. 1 Hold in the fore part of the ship; the 2nd Bn. Royal Scots and the 1st Bn. Middlesex Regiment and other small units were in the 2nd hold in front of the bridge and the other prisoners were accommodated in No. 3 Hold, which was aft and they were chiefly R.A. prisoners of war. I was in No. 2 Hold. There were also on board some 2,000 Japanese troops who were returning home. In No. 2 Hold there was not enough room for all the men to lie down at the same time and each unit had a separate area and worked out the sleeping arrangements for themselves. The food on board was adequate according to prisoner of war standards. This comprised rice and tea in the morning. Rice and a quarter of a tin of bully-beef and a spoonful of vegetables in the evening. We were allowed enough drinking water but were issued with no water for washing. The prisoners were allowed on deck for fresh air on certain prescribed intervals. The latrines were on deck and one could go up there and queue for the latrines.

Torpedo
4. At about 0700 hours on the 1st October 1942 we were waiting in the hold for the morning roll call. Suddenly I heard a loud explosion and the ship stopped and the lights went out. We did not know what had happened but a few men who were out on deck at the time were sent back into the hold and sentries were placed by the hatch to prevent anyone getting out again. None of the prisoners of war on the ship were hurt by the explosion and we learnt later that it was caused by a torpedo that had struck the ship in the coal bunkers. The troops in the hold remained perfectly calm and there was no panic. We heard the forward 3-inch gun fire several times and a little later I heard the sound of Japanese planes overhead and there were a number of explosions which we took to be depth charges. About two or three hours later requests were made to the Japanese to allow men suffering from Dysentery and diarrhoea to use the latrines on deck or to be supplied with receptacles, but the Japanese refused both requests. No provisions or breakfast was issued that

Hatches closed

morning and nothing happened for about 14 hours. It was some time after dark that the Japanese began to batten down the hatch. Lieut. col. Stewart of the 1st Middx. who was the senior British officer on board, requested that at least one baulk of timber be left so that we might get a little air into the hold, but the Japanese who were on deck and battening down the holds took no notice of this request and all the hatches were tarpaulined over the top and the whole lot roped down. There was no other means of exit from the hold and as there was no inlet of air, conditions, owing to the large number of men in the holds and the absence of latrine accommodation, became rapidly worse. Someone managed to communicate with prisoners of war in No. 1 hold by tapping on the bulkhead and also with No. 3 hold by word of mouth along some sort of vent. Conditions in No. 1 hold were similar to ours, but conditions in No. 3 hold were much worse for it was making water and the prisoners had to man the pumps. It was stated that men working on the pumps soon lost consciousness owing to the extreme heat and lack of air. A man could only do about six strokes at the pump before fainting. In No. 2 Hold where I was, although air conditions were similarly bad, we could remain conscious by lying flat and avoiding any exertion. No. 1 Hold reported that two men had died and I believe that they were diphtheria patients. Lieut. Potter who was acting as our interpreter, made repeated requests for air and water or for an interview with Lieut. Wada and all his requests were refused. The Japanese interpreter Nomura, when asked for water by someone from No. 3 Hold, passed down a bucket of urine I was told this afterwards by one of the survivors from No. 3 Hold. During the night we heard a ship come alongside and some of the Japanese soldiers being disembarked to it. I believe that all the Japanese troops were taken off this time because later I saw no Japanese on board the 'Lisbon Maru'. The 'Lisbon Maru' was subsequently taken in tow by another vessel and we could hear the rippling of the water against the plates of the ship.

"Lisbon Maru"

5. On the morning of October 2nd 1942 approximately 24 hours after the torpedo had struck the ship the air in No. 2 Hold was dangerously foul. The ship was stopped and suddenly gave a lurch and it became evident that she was going to sink. As all requests to the Japanese had been refused for air and water, Lieut. col. Stewart had authorised a small party to try and break out of the hold with a view to asking the Japanese to give us a chance to swim, and men with long carving knives and dinner knives had been placed near the hatch ready to break out when Col. Stewart gave the word. On Col. Stewart's order some of the men pushed their knives between the timber above them, cut the ropes, slit the canvas tarpaulin and pushed some of the timber on one side. Through this opening Lieut. Howell of the R.A.S.C., Lieut Potter, the interpreter, and one or two others climbed on to the deck and walked slowly towards the bridge asking in Japanese for an interview with the captain. The Japanese guards opened fire and seriously wounded Lieut. Potter (and he subsequently died

Wounded by Pows

therefrom). The others returned to the hold and reported to Lieut. col. Stewart that the ship was very low in the water and was evidently about to sink. After these men had returned to the hold the Japanese guards came up to the opening and fired their rifles a couple of time into the hold. Lieut. Baird received a scratch from a ricochet and I was slightly wounded in the shoulder. Almost immediately the ship gave another lurch and settled by the stern and water began pouring into our hold through the hole in the hatch. I found out later that the stern had settled on a sand-bank while the bows and a third of the ship remained sticking out of the water for about an hour.

6. As soon as the ship settled the men stationed at the hatch cut the ropes and the canvas tarpaulin and forced away the barks of timber. The remainder of the prisoners of war were formed into queues and climbed out of the hold in orderly fashion. No. 1 and No. 3 Holds broke out at the same time as No. 2 Hold but many of the men in No. 3 hold which was aft were trapped by the water and drowned before they could get out.

7. When we emerged on to the deck the Japanese opened fire on us from ships which were standing by and they continued to fire at the men after they had plunged over the side into the water. When I came on deck there were no Japanese on our ship at all, but I understand that at the beginning when the first men came out there were some half dozen Japanese there. All the surviving men from the various holds managed to climb up or were hauled on to the deck and about half of them had life jackets and they jumped overboard. About three or four miles away I saw some islands and towards these islands a swift current was running. There were about four Japanese ships standing by but these appeared as inhospitable as the rocky islands for they refused to pick up anyone out of the water at the beginning. They had ropes dangling over the side, but any men who tried to climb them were kicked back into the water. I struck out for the islands to start with but after about half an hour I saw that the Japanese policy had changed and that they were beginning to pick our men up and so I turned and swam for one of the Japanese ships. One of the Japanese threw me a rope and some of our men helped me up. Some of our men managed to reach the islands, but many were lost on the rocky coast. There were a number of Chinese junks and sampans about which had come from the islands. These picked up several of our men and the Chinese treated them with great kindness, giving them food and clothing from their meagre supplies and looked after them until Japanese landing parties came to recover them. The ship that picked me up was a small patrol vessel and carried on with its patrol for about three days after which it put into Shanghai, where the survivors on board were landed. There all recovered prisoners were gradually assembled on the quay side. Many of the survivors were completely naked and most of us only had shorts or a shirt. We all suffered greatly from cold. During the time I was on the patrol vessel we were kept on deck under a tarpaulin which leaked badly and food consisted of four hard-tack biscuits and two small cups of watered milk per day with a bowl of soup

on the third day. Two men died during this time and the cold and the exposure had a serious effect on our later health.

8. By October 5th all surviving officers and men were assembled on the dock at Shanghai and a roll-call was taken. Altogether 970 answered their names, thus there was 846 missing, but of these we later learned that some half dozen had managed to escape with the assistance of the Chinese. Each man was given a corduroy jacket and trousers, one shirt, one pair of underpants and one pair of socks and most of these items of clothing later proved to contain lice eggs. No footwear was issued nor was a change of shirt or underclothing provided. Thirty-five of the worst cases of dysentery were left at Shanghai and the remaining 935 were embarked on the S.S. 'SHINSEI MARU' in which we were transported to Japan and dispersed between KOBE Camp and OSAKA Camp and some of the sick prisoners were sent to KOKURA and HIROSHIMA. It appeared to me that, and to the other survivors, the Japanese intended to drown all the British prisoners of war on board and meant to say that the ship had sunk instantaneously, giving them no time to effect rescues. This version was in fact reported in the Nippon Times which I myself read, it being a Japanese sponsored English language newspaper. In my opinion every man on board could have been saved had they been taken off the ship at the time when the Japanese soldiers were transferred to the other ship standing by during the night. Few would have escaped if the stern of the ship had not settled on the sandbank; this gave time for many of the men to get out. So far as I understand the LISBON MARU was not marked in any way to indicate that she carried prisoners of war and in fact was in every way similar to an ordinary armed transport vessel. The Japanese endeavoured to get British survivors to denounce the Americans for having sunk the ship deliberately knowing that there were prisoners of war on board, but no British would agree to this absurd contention. In my opinion the Japanese would not have changed their policy of picking up survivors if they had not observed that large numbers were being picked up by the Chinese in their junks and sampans. The only two persons that I know by name who were in a responsible position were Lieutenant Wada and the interpreter Nomura. I only saw Lieutenant Wada on one occasion and doubt if I would be able to recognise him now. I should be able to recognise the interpreter Nomura if I saw him.

S W O R N at Chester in the)

County of Chester this sixth)

day of March 1946.)

G. C. HAMILTON

Before me,

(Sgd)

Major, Legal Staff,

Military Department,

Judge Advocate General's Office.