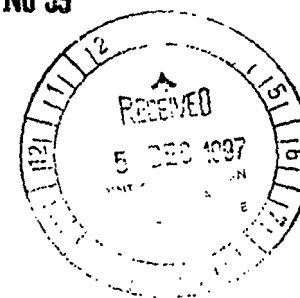


Joint Standing Committee on  
Foreign Affairs, Defence and Trade.  
Parliament House  
Canberra ACT 2600.

SUBMISSION No 59



Ms. Rosslyn A. H. Page  
24 Leabrook Drive  
Rostrevor SA. 5073.

Thursday 4 Dec. 1997

Re: Inquiry Into Circumstances of the Sinking of  
HMAS Sydney

Please find enclosed 5 Papers which I would  
like to be included in the Submission before  
the Joint Standing Committee on Foreign Affairs, Defence  
and Trade conducting the abovenamed Inquiry.

The Gravesite of The Unknown Sailor On Christmas  
Island.

- Part 1 HMAS Sydney Surface Driftcard Study - Exhibit 11a
- Part 2 HMAS Sydney Discounting Other Possibilities
- Part 3 HMAS Sydney Analysis of Oral & Written History - Exhibit 11b
- Part 4 HMAS Sydney A Summary of The First Legal Challenge  
in an Australian Court. - Exhibit 11c
- Part 5 HMAS Sydney Location of Gravesite - Exhibit 11d

Yours faithfully  
Rosslyn A Page.

**THE GRAVESITE OF THE UNKNOWN SAILOR ON CHRISTMAS ISLAND  
PART 2: HMAS SYDNEY II - DISCOUNTING OTHER POSSIBILITIES**

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*'It remains the responsibility of those who assert that the float originated from Sydney to prove conclusively that this factor is consistent with its purported origins and that, furthermore it discounts other possibilities'*

*(Frame, 1993, 204p).*

*'Penetrating The Carapace' was the preferred title. However I refrained,*

*just... (Hubbard-Page, R.A., 1997).*

**BACKGROUND**

On the 18 February 1997, Dr John A. T. Bye, of the Flinders Institute for Atmospheric and Marine Sciences, Flinders University, South Australia, and the author, wrote to The Hon. Ian McLachlan, AO MP, Minister for Defence, enclosing copies of our respective Papers (preprints), presented at the HMAS Sydney Forum in Fremantle, 1-2 February 1997.

Dr Bye's Paper *'Results From Drift Card Releases At The Site Of The Sinking Of HMAS Sydney 11'* (Bye, J.A.T., 1997) was complete. The Paper, *'The Gravesite Of The Unknown Sailor On Christmas Island, Part I: HMAS Sydney Surface Driftcard Study'* (Page, R.A., 1997) was in draft form only.

Events, beyond the author's control, in late December 1996 and January 1997, prevented the final presentation of the comprehensive information that was known.

In the letter to the Minister for Defence, we stated the following:

*'As this is of national significance, and of extreme personal importance to many Australians, we ask that you make known this new information to appropriate Ministers, including the Minister responsible for administering the Commonwealth War Graves Commission (Priv. Comm., Bye, J.A.T., & Page, R.A., 18 February 1997).*

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The response from Peter Jennings, Senior Advisor, the Office of the Minister for Defence, on behalf of The Hon. Ian McLachlan AO MP was:

*'The results of your experiment and research into drift patterns provide a valuable insight into the possible dispersion of debris from HMAS Sydney. However, the results still do not provide compelling evidence on either the origin of the Carley float or the unidentified sailor interred at Christmas Island. You will be aware that the Director of Naval Intelligence investigated the origins of the Carley float and its occupant in 1949. Based on the information available to him at the time, he concluded that the Carley float did not come from HMAS Sydney. While the drift card experiment certainly indicates the possibility that the Carley float may have drifted along the Western Australian coast to Christmas Island, it does not provide direct evidence that the corpse buried on Christmas Island was a member of the ship's company of HMAS Sydney' (Priv. Comm., Jennings, P., 7 April 1997).*

#### 'DIRECT EVIDENCE?'

Dr John Bye, accustomed to academic debate and semantics, said to me, *'No, they're right. We did not provide direct evidence' (Priv. Comm., Bye, J.A.T., April 1997).*

What was provided were the scientific conclusions of an eminent Oceanographer who stated: *'The results of the drift card experiment strongly support the possibility that a drifting object from the site of the sinking of HMAS Sydney could have arrived at Christmas Island' (Bye, J.A.T., 1997, 5p).*

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*'Direct evidence' linking the fact there is a gravesite to an Unknown Sailor on Christmas Island, whom was and is believed to have originated ex HMAS Sydney, is inferred in documents such as the Shipping Intelligence Report No. 137/1942 (AA1980/700 NID 194/222). It is also contained in the Official History of the RAN 1939-1942, contemporary books which discuss HMAS Sydney and the oral and written history of ex Christmas Islanders.*

*'Direct' physical evidence of the existence of the Christmas Island Carley float is impossible to provide in 1997. Most of the Christmas Island Carley float was destroyed after 6 February 1942 (date found) and before 31 March 1942 (date of Japanese occupation of Christmas Island).*

The Gravesite of the Unknown Sailor is able to be located in 1997.

However, the author came to the conclusion if the Office of the Minister for Defence wanted 'Direct' and/or 'Compelling' evidence, it would have to be provided by dismissing 'Other Possibilities'.

Complying with the logic of the Surface Driftcard Study (Bye, J.A.T., 1997) and the known anti-cyclonic drift pattern of South Indian Ocean meant locating information on and references to every ship sunk in the South Indian Ocean, at or south of the Equator, before 6 February 1942.

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It was an unenviable task and complicated by the statement from the (then) Minister for Territories, Warwick Smith MP, viz:

*'I was also not satisfied that other possible explanations, such as the possibility that the Carley float in which the deceased was found may have drifted from Indonesian waters, had been eliminated' (W.A. Sunday Times, 12 October 1997, 51p).*

The exercise was expanded to include the names of every warship and merchant ship sunk in 'Indonesian waters', at, south and north (to about 7°) of the Equator.

It is presumed that the (then) Minister for Territories statement was attributed to information contained in the author's Paper, viz:

*'An example of the Cocos/Keeling Islands' potential to collect mid Indian Ocean debris is the fact that thousands of reject thongs, manufactured and then dumped into the sea by Indonesian factories, drifted with the current to the shores of the Cocos/Keeling Islands in 1996. The Foreign Affairs Department traced the origins of the thongs to Indonesian factories. (Herald Sun, Thursday 6 August 1996)'. (Page, R.A.H., 1997, 12p).*

#### 'FROM INDONESIAN WATERS?'

It is documented and scientific fact thongs drifted from Indonesian factories to the Cocos/Keeling Islands. However, two questions have to be asked of the Department for Foreign Affairs who inquired into the matter:

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- 1) When (the exact date/s) the reject thongs were dumped into the sea.
- 2) Where, (from which city or town) in Indonesia did the reject thongs originate.

This information is essential for Oceanographers to determine which current(s) and prevailing meteorological patterns were involved in delivering reject thongs to the shores of the Cocos/Keeling Islands.

Reject thongs from Indonesian factories arriving at the Cocos/Keeling Islands does not necessarily mean the Christmas Island Carley float emanated from 'Indonesian waters'. Other factors are involved such as:

- 1) 'Was a warship sunk in 'Indonesian waters before 6 February 1942?' If so, when?
- 2) 'If a warship was sunk in 'Indonesian waters' before 6 February 1942, was debris (Carley float), if any, influenced by the same meteorological and oceanographic patterns as the reject thongs in 1996?'

The first Allied warship lost in 'Indonesian waters' occurred on 15 February 1942. She was the Dutch destroyer *'Van Ghent, (1927), 1310 tons, wrecked on Lima Island, Java Sea, 15 February 1942'* (Gill, G.H., 1985, Vol 1., 554pn). *'...the Dutch destroyer Van Ghent ran ashore on a reef in Stolze Strait. Banckert was sent to stand by and take off her crew' (Ibid, 573p). 'It was noted, as the force returned south through Gaspar Strait, that Van Ghent which had been bombed was now a fiercely burning wreck' (Ibid, 574p).*

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Also lost on the same day was 'ML 310, motor launch (1941), 73 tons; lost by enemy action 15 February 1942, at Tjebia Island' (*Ibid*, 568pn).

### CONCLUSIONS

There were no Allied warships sunk in 'Indonesian waters' between September 1939 and 6 February 1942. The first Allied warship losses in 'Indonesian waters' occurred on 15 February 1942. The Christmas Island Carley float was found on 6 February 1942.

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### PREVIOUS DISCUSSIONS

If the indisputable scientific facts, experiments, reports and conclusions discussed in 'The Gravesite Of The Unknown Sailor On Christmas Island, Part I: HMAS Sydney 11 – Surface Driftcard Study' (Hubbard-Page, R.A., 1997) are considered, viz;

- 1) The Coriolis Force (*Kemp, P., 206p*), which governs;
- 2) The anti-clockwise gyres of Southern Hemisphere oceans (*Pearce, A., 1991, 35p*), and hence, the clockwise gyres of Northern Hemisphere oceans.
- 3) The Equatorial Counter Current which flows west from 0° to about 7° North of the Equator and the Equatorial Counter Current (Indian Counter Current) which flows east from 0° to about 7° South of the Equator.
- 4) The meteorological and oceanographical conditions found to prevail in the Eastern Indian Ocean (*Tomczak, M., 1995*).
- 5) The Surface Driftcard Study (*Bye, J.A.T., 1997*).
- 6) The Definitive Driftcard (*Bye, J.A.T., 1988, 43p*), which landed on Dolly Beach Christmas Island;

it should be sufficient scientific evidence the Christmas Island Carley float was governed by exactly the same forces and arrived off shore, near Christmas Island on 6 February 1942, from the stated battle site between *HMAS Sydney/HSK Kormoran*, 26°34'S, 111°00'E (*Detmers, T., 1959, 200p*).

The logical extension to these scientific conclusions is the Carley float was ex *HMAS*

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*Sydney. It could not have originated from any other ship.*

It should *not* be necessary to discount other possibilities, or provide 'direct' and 'compelling' evidence the Carley float was ex *HMAS Sydney*, particularly in light of the evidence recorded in Shipping Intelligence Report No. 137/1942(AA1980/77 NID 194/222).

#### 'COMPELLING' & 'DIRECT' EVIDENCE BY DISCOUNTING OTHER POSSIBILITIES

Clear and unambiguous criterion has been applied to discount or include other possibilities.

#### CRITERION (CHRISTMAS ISLAND CARLEY FLOAT)

- 1) Inclusion of all Allied and Axis warships sunk in the Indian Ocean, at or south of the Equator, before 6 February 1942. Latitude and longitude stated, where known.
- 2) Inclusion of all Allied, Axis and Neutral merchant ships sunk, scuttled or seized in the Indian Ocean at or south of the Equator, before 6 February 1942. Latitude and longitude stated, where known.
- 3) Inclusion of all Allied and Axis warships sunk at or south of the Equator, before

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6 February 1942, in South East Asian seas ('Indonesian waters'), to satisfy the referees who believe debris (Carley float) emanated from there.

- 4) Inclusion of all Allied, Axis and Neutral merchant ships sunk, scuttled or seized at or south of the Equator, before 6 February 1942, in South East Asian seas ('Indonesian waters'), to satisfy the referees who believe debris (Carley float) emanated from there.
- 5) Inclusion of all warships sunk at or north of the Equator, before 6 February 1942, in South East Asian seas ('Indonesian waters'), to satisfy the referees who believe debris (Carley float) emanated from there before 6 February 1942.
- 6) Inclusion of all merchant ships sunk, scuttled or seized at or north of the Equator, before 6 February 1942, in South East Asian seas ('Indonesian waters'), to satisfy the referees who believe debris (Carley float) emanated from there.
- 7) Loss of crew-members (where known) from Allied and Axis warships and crew-members and/or passengers from merchant ships, sunk, scuttled or seized, (Criterion 1-6), before 6 February 1942.
- 8) The scientific conclusion of Professor M. Tomczak, whereby he concluded it was possible for a Carley float to be carried by the prevailing current and weather patterns from the stated battle site off the W.A. coast, (26°30'S, 111°00'E), to Christmas Island, (10°30'S 105°40'E), within the period of 79 days (11 weeks 2 days).
- 9) The fact that Carley floats were generally, if not specifically, issued to warships as part of their life-saving equipment, 'It was supplied mainly to warships but has

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*now been largely superseded by inflatable rubber life-rafts' (Kemp. P., 140p).*

- 10) Merchant ships, whether cargo or passenger, were almost universally supplied with life-boats and life-belts.
- 11) Carley floats, which formed part of warship life-saving equipment, were, by comparison, too expensive to manufacture and to fit on merchant ships. Apart from that they had a relatively low carrying capacity in comparison with life-boats.
- 12) The implied description the Carley float was RAN '*...the Carley float in question was undoubtedly of Naval pattern...The inside framework, also the divisions between the buoyancy tanks were branded as follows: 'LYSAGHT DUA-ANNEAL ZINC. MADE IN AUSTRALIA' (Shipping Intelligence Report No. 137/1942 AA 1980/700, NID 194/222).*
- 13) The fact that *Sydney* was surveyed and underwent a refit in an Australian port during February/March 1941. Some of its life-saving equipment was painted or replaced, in an Australian port during February and March 1941, viz: '*Sydney was repainted in camouflage colours in February/March 1941 and received additional Carley type life floats of the smaller No. 20 type. The two original large floats were relocated on the stern deck, with a smaller type fitted to the inside of one of them (Plate 4) (Ashton, J., Challenor, C., & Courtney, R.C.H., 1993, 5p).*
- 14) The implied description the corpse was RAN '*the canvas shoe found on the float was branded either "McCOWAN" or "McEWAN" also "Pty" followed by a crown and/or a broad arrow' (Shipping Intelligence Report No. 137/1942 AA 1980/700 NID 194/222).*

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- 15) The statement of the Director of Naval Intelligence, G.C. Oldham, 2 August 1949, concurring the corpse could possibly be a RAN rating. '*While these show that the clothing found on the corpse could possibly have been that of a R.A.N. rating...*' (Ibid).
- 16) The fact that the corpse was identified as Caucasian '*The shore doctor established that the body was that of a white man' (Ibid).* The implication being, (a) the corpse was not an Asian, Negroid, Indian or Lascar (sailor from the East Indies) crew-member from a merchant ship, and (b) the corpse had been dead for a period of months not years.
- 17) The fact that the corpse was decomposed but not skeletal '*All the flesh was gone from the right arm, also the eyes and nose were missing. Otherwise the corpse was decomposed in parts' (Ibid).* The implication being, (a) the corpse had been dead for a period of months not years.
- 18) Marine growth in the Carley float indicated the same, '*it is suggested that he (Captain J. Reginald Smith) may have referred to ordinary marine growth' (Ibid).*
- 19) The probability the Christmas Island Carley float was made in Australia under a RAN wartime contract and supplied to *Sydney* in an Australian port.
- 20) The fact that Australia was not a renowned exporter of marine equipment (naval or merchant), to other countries. Australian products were too expensive compared with marine equipment which could be manufactured or supplied by the major ship building yards, engineering firms and sub-contractors of the U.K., the Netherlands, Germany, Norway, Hong Kong, Shanghai, et alibi.

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ORIGIN OF REFERENCESWARSHIPS

Warships comprised those from Royal Navy, the Dominions, including Royal Australian Navy, Royal Netherlands Navy, United States Navy, Allied and Axis from all countries.

The information was gleaned from several sources. One was the original facsimile list held at Guildhall Library, City of London, and published as, *'Lloyd's War Losses, the Second World War, Vol. 1, British Allied & Neutral Vessels Sunk or Destroyed by War Causes'*, (1989, Lloyd's of London Press Ltd., London).

Lloyd's information was checked and cross-referenced with *'Warship Losses of World War Two'* (Brown, D., 1990, Arms & Armour Press, London). Brown published information on every warship sunk, scuttled or seized, Allied or Axis. The same applied to the information contained in *'All the World's Fighting Ships 1922-1946'* (Conway's, 1980, Conway Maritime Press Ltd).

Further confirmation was obtained from *'Australia In The War Of 1939-1945 Royal Australian Navy, 1939-42'* (Gill, G.H., Vol. 1, 1985, AWM, Canberra, A.C.T), and *'The War At Sea 1939-1945'* (Roskill, S.W., Captain, 1954, H.M.S.O., London) and many miscellaneous sources.

MERCHANT SHIPS

Merchant ships include those from all countries, Allied, Axis or Neutral, registered in *'Lloyd's War Losses'* or gathered from miscellaneous sources.

Information concerning merchant ships was checked and cross-referenced with, *'British Vessels Lost at Sea 1914-18 & 1939-45'* (Patrick Stephens Ltd, 1988, England), *'Australia In The War Of 1939-1945 Royal Australian Navy, 1939-42'* (Gill, G.H., Vol. 1, 1985, AWM, Canberra, A.C.T), *'The War At Sea 1939-1945'* (Roskill, S.W., Captain, 1954, H.M.S.O., London) and *'The Fourth Service, Merchantmen at War'* (Slader, J., 1994, Robert Hale, London), et al.

*'Lloyd's War Losses'* were compared, cross-referenced, checked and expanded by using Dutch sources. If there was a conflict between *'Lloyd's War Losses'* regarding the exact date and position of loss, the Dutch account was accepted. Dutch naval historians and maritime enthusiasts, post WW2, had a natural and vested interest in recording the exact fate of their ships, sunk, scuttled or seized in the Netherlands East Indies.

Some Dutch ships (very few), did not appear in *Lloyd's War Losses*, or the exact date and position of loss was general rather than specific.

Exact references were obtained from *'Old K.P.M. - Ships from the Past'* (Lindeboom, L., Kapitein, Vols., 1-9, 1990-1996, Maritieme Stichting, Koopvaardij Historie van de



*Oost-Indien*) or 'Rotterdamsche Lloyd' (Scholten, B.W., & Haalmeijer, F.M.E.W., 1988, *De Boer Maritiem, Rotterdamse Scheepvaart Boekhandel in het Maritiem Museum "Prins Hendrik" te Rotterdam*).

A comprehensive collection of photographs is kept in the Arbon-LeMaistre Collection. They can be viewed in the Rare Books section of the Mortlock Library, Adelaide, South Australia. Major State Libraries, in other states may contain similar collections.

#### SETTING THE SCENE

The list of sunk, scuttled and seized ships in the Indian Ocean shows the development of the actors in the various theatres of war. In the early years, German raiders caused most of the losses.

On 7 December 1941 Japan entered WW2 and the losses became heavier in the South East Asian seas. The human element notwithstanding, the loss of ships in the Indian Ocean and South East Asian seas pales in comparison with the number of ships sunk in the North Atlantic.

The loss of British merchant ships prior to the Capitulation of Singapore (15 February 1942) was not the unmitigated disaster, (ships), which most people

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assume. Many ships were lost but the Dutch eventually suffered far heavier losses, (ships), in the Netherlands East Indies.

Ships were bombed, scuttled or seized as the Japanese moved down the Malay Peninsula, however, all Allied convoys, carrying troops and supplies, and their naval escorts, reached Singapore and survived, with the exception of the *Empress of Asia*, which was sunk off Sultan Shoal, in Singapore Strait, on 5 February 1942.

The unmitigated disaster was the loss of Singapore, the Netherlands East Indies and the relative freedom of its citizens to the Japanese forces. The military disaster was the surrender of huge numbers of Allied troops, in Singapore, which prevented them from participating in the Allied war effort and resulted in their premature death or privation as Prisoners Of War.

#### WARSHIPS AND NAVAL CRAFT LOST (INCLUDING AUXILLIARY VESSELS, LANDING SHIPS, CRAFT AND BARGES, EXCLUDING SMALL REQUISITIONED CRAFT BELOW 10 TONS), IN THE INDIAN OCEAN, AT OR SOUTH OF THE EQUATOR BEFORE 6 FEBRUARY 1942.

(September 1939 to December 1940) Warships Lost: None (0)

(January 1940 to December 1940) Warships Lost: None (0)

(January 1941 to December 1941) Warships Lost: Two (2)

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*HMAS Sydney* and *HSK Kormoran* 19/20 November 1941.

(January 1942 to 6 February 1942) Warships Lost: None (0)

None were sunk in the Indian Ocean, *at or south* of the Equator, between 1 January 1942 and 6 February 1942.

The only warship sunk in the Indian Ocean, *at or south* of the Equator between 1939 and before 6 February 1942, with a Carley float manufactured to RAN specifications, marked 'LYSAGHT DUA-ANNEAL ZINC. MADE IN AUSTRALIA', (Shipping Intelligence Report No. 137/1942 AA 1980/700 NID 194/222) was *HMAS Sydney*.

As surprising as these statistics seem for the period 1 January 1942 to 6 February 1942, considering the entry of Japan into the war, on 7 December 1941, the major loss of warships in the Indian Ocean, *at or south* of the Equator, occurred in late February 1942 and early March 1942, viz: (*USS Edsall* 27 February 1942) (Gill, G.H., 1985, Vol. 1., 608-609p).

### 19/20 November 1941 *HMAS Sydney*

*HMAS Sydney*, 6830 tons, originally laid down as *HMS Phaeton* 1934. Built by Swan Hunter & Wigham Richardson Ltd at Wallsend-on-Tyne and launched 22 September 1934 as *HMAS Sydney*.

*'Sydney was in action on November 19, 300 miles from Carnarvon (W.A.) with armed merchant raider Kormoran which she sank. No subsequent communication has been received from the (sic) Sydney and search has been fruitless and it must be presumed that she is lost'* (Lloyd's War Losses, Vol. 1, 1702p).

The stated battle site between *Sydney* and *Kormoran* was '26°34'S, 111°00'' (Detmers, T., 1959, 200p).

*'...approximately 150 miles south-west of Carnarvon'* (Gill, G.H., 1985, Vol. 1., 453p). *'The story of her last action was pieced together through exhaustive interrogation of Kormoran's survivors. No room was left for doubt as to its accuracy'* (Ibid).

The vague and ill-defined reference to *Sydney's* position by G. Hermon Gill, the Official Historian, indicates either;

- 1) Cautious circumspection by Gill in accepting Detmer's stated battle site, or;
- 2) Genuine RAN ignorance, and hence Gill's, of the exact battle site, or;

- 3) Deliberate obfuscation by the Naval Board/RAN/Australian Government since 19/20 November 1941, of the exact battle and sinking site.

A map of the 'Sydney/Kormoran Action' (*Ibid*, 455p) shows the only specific reference to the battle site which concurs 100% with Detmer's stated position of the action.

#### CREW-MEMBERS MISSING IN ACTION

'Of Sydney's total complement of 42 officers and 603 ratings, not one survived' (*Ibid*, 459p). (645 officers and ratings missing in action).

#### CARLEY FLOATS EX SYDNEY

HMAS Sydney, a modified Leander class light cruiser, was equipped with two large No. 18 (9' x 14') Carley floats, stored horizontally at the stern. Inside one of these floats, was a smaller Carley float. Four No. 20 type Carley floats (10' x 5') were stored vertically against the blast shield, two on each side. See photographs Plate 3 and 4 in 'The Scientific Investigation of a Carley Float' (Ashton, J., Challenor, C., & Courtney, R.C.H., 1993).

#### 19/20 November 1941 HSK KORMORAN

'Kormoran, formerly the Steiermark of the Hamburg-Amerika line, was a fast, converted twin-screw cargo ship of 9400 tons gross... (Gill, G.H., 1985, Vol. 1, 448p). Built in 1938, she was the most modern of the German raiders (*Ibid*).

War is war and business is business. Sometimes the lines of demarcation seem blurred. Steiermark was registered with Lloyd's in 1941/42.

Official No: 32660 Vessel: Steiermark Type: Twin Scr. Oil Eng. 3 Decks. Cruiser  
Stern Gross Tonnage: 9400 Built: 1938 By: Frd. Krupp Germaniawft. A.G. Kiel  
Owners: Hamburg-Amerika Packet.f.Akt.Ges. (Hamburg-Amr. Linie) Port of  
Registry: Hamburg Flag: German (*Lloyd's Register of Shipping*, 1941/2).

The stated battle site between Kormoran and Sydney was '26°34'S, 111°00'E' (Detmers, T., 1959, 200p). 'At 00.10 hours precisely (20 November 1941) the explosives charge went up whilst we were still under her bows but on the lee side from the charge so that we came to no harm' (*Ibid* 191p).

'At 00.35 there was a tremendous explosion and the whole stern and midships of the vessel turned into one gigantic sheet of flame which shot into the air perhaps a thousand feet high. And a little after that a shower of small debris fell all around us.

*Even at that time we were only about a thousand feet away, but fortunately we came to no harm. When the vast flame had died down the Kormoran lifted her bows into the air and slipped backwards under the surface' (Ibid).*

#### CREW-MEMBERS KILLED

*'Of her complement of 393 officers and men, 78 lost their lives, about 20 killed in action on board and the remainder drowned through capsizing of an overloaded raft. Two of the four Chinese from Eurylochus were also lost' (Gill, G.H., 1985, Vol. 1., 456p). (78 men).*

#### CHINESE EX EURYLOCHUS & KORMORAN

*'The "prisoners on board" shrank to the four Chinese. One was reported killed on board. That left three. But naval records showed only two. What had happened to the other one? (Winter, B., 1984, 183p).*

*'The explanation for the disappearance from the records of the third Chinese was much less sinister. Eurylochus had been a China Mutual Steam Navigation ship, part of the Alfred Holt (Blue Funnel Line). Centaur was from the Ocean S.S. Co. Ltd, also a subsidiary of Alfred Holt. When Captain Dark learnt that the Chinese he had rescued, practically naked and his left arm burnt with oil, was one of the Holt "family", he simply accepted responsibility for him and took him on as crew, instead of passing him to the navy. Only the two picked up by Yandra were recorded in navy*

*documents' (Ibid).*

#### CARLEY FLOATS - EX KORMORAN

*'At 0800, Wyrallah (28<sup>th</sup> November 1941) found at 24° 10' S, 110° 54' E a charred, splinter-riddled black German lifebelt. An hour later, they found two red German floats lashed together, presumably the floats lost by von Gosseln's boat. They had no food or water, and the current and winds had been bearing them due north from the site of the battle. The man or men in them had never had a chance. The man still aboard had been dead for days. They committed the body to the sea with little ceremony, and sank the floats so they would not confuse others' (Ibid, 173p).*

Statement underlined by R.A. Hubbard-Page, not by author, Barbara Winter.

#### CHRISTMAS ISLAND CARLEY FLOAT NOT EX KORMORAN

The following is the comment concerning the origins of the Christmas Island Carley float from Otto Jurgensen, of Gosselkoppel 35, 2000 Hamburg 63, Hummelsbuttel, Germany. Otto Jurgensen was ex *Kormoran* and is currently the spokesman for *Hilfskreuser Kormoran*, the organization comprising the surviving crew members. *'We had no floats made by Lysaght'* (Frame, T., 206p). Statement underlined by R.A. Hubbard-Page, not by author, Tom Frame.

**WARSHIPS & NAVAL CRAFT LOST AT OR NORTH OF THE EQUATOR IN  
SOUTH EAST ASIAN SEAS ('INDONESIAN WATERS') PRIOR TO 6  
FEBRUARY 1942**

The two British warships, which everyone equates with the loss of Singapore were *HMS Repulse*, (a.k.a. *HMS Anonymous*) and *HMS Prince of Wales* (a.k.a. *Churchill's Yacht*).

*Repulse* 'hung (for several minutes) with a list to port and then rolled over at 12.33' (Roskill, S.W., *Captain*, 1954, Vol. 1., 566p).

'Meanwhile the *Prince of Wales* was in a sorry state, steaming north at slow speed' (Ibid, 567p). 'At 1.20 p.m. she heeled over sharply, turned turtle and sank' (Ibid).

**1) 10 December 1941 *HMS REPULSE***

Sunk off Kuantan on the East coast of Malaya, in northern hemisphere seas (South China Sea). *Repulse* sank at 03°45'N, 104°24'E (Brown, D., 1990, 53p).

Of *Repulse's* complement of 1309 men, 796 were rescued by the destroyers *HMS Express*, *HMS Electra* and *HMAS Vampire*.

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**2) 10 December 1941 *HMS Prince of Wales***

Sunk off Kuantan on the East coast of Malaya, in northern hemisphere seas (South China Sea). *Prince of Wales* sank at 03°34', 104°24'E (Ibid).

1285 crew out of 1612 from *Prince of Wales* were rescued by the destroyers *HMS Express*, *HMS Electra* and *HMAS Vampire*.

'The wreck of the *Prince of Wales* was located by *HMS Defender* on 23 April, 1954. Nearby but not identified – anonymous even in death in the presence of the glamour ship – lies the *Repulse*' (Ash, B., 1960, 228p).

As such, debris from these ships was subject to the clockwise gyres of Northern Hemisphere Oceans and the Equatorial Counter Current, which flows West *at* and to approximately 7° north of the Equator.

**3) 18 December 1941 *Shinonome***

A Japanese Destroyer, which was 'mined in Dutch field off *Miri*, Borneo (sic) Sarawak (04°24'N, 114°00'E)' (Brown, D., 1990, 54p).

'*Shinonome*, Japanese destroyer (1928), 1700 tons' (Gill, G.H., 1985, Vol. 1., 503pn)

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4) 24 December 1941 *Sagiri*

A Japanese Destroyer 'sunk off Kuching, Sarawak, by a Dutch submarine K. 16 (014-34N, 110-21E) (sic) (Brown, D., 1990, 55p). The city of Kuching, Sarawak, is 1°33'N, 110°20'E, thereby I presume the position given by Brown is a typographical error and should read 1°34'N, 110°21'E.

'The next night (24<sup>th</sup> December 1941) another Dutch submarine, K 16, torpedoed and sank the destroyer *Sagiri* off Kuching' (Gill, G.H., 1985, Vol. 1., 504p).

'*Sagiri*, Japanese destroyer, (1931), 1700 tons' (Ibid, annotations)

5) 24 January 1941 *W.6*

A Japanese Minesweeper 'sunk off Kuching, Sarawak, (01E-110E) (sic) by Dutch Army Air Force air attack' (Brown, D., 1990, 55p). Presumed 1°00'N, 110°00'E.

6) 27 January 1941 *HMS Thanet*

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*HMS Thanet*, a British destroyer of 905 tons, was sunk off Malaya on 27 January 1942 (Gill, G.H., 1985, Vol. 1., 509pn). *Thanet* was not mentioned by Captain S.W. Roskill, the RN's British Historian. However, according to Gill, the last position was '...towards *Endau*, with the dark bulk of *Pulau Tioman* (an island some 25 miles off shore) as a concealing background' (Ibid, 559p). Casualties were not stated, but *HMAS Vampire* was close by.

*HMS Thanet* is recorded in Lloyd's War Losses. Date: January 27 1942 Vessel: THANET (warship) Flag: Br Year Built: 1918 Tonnage: 905 Report: Sunk by Japanese surface craft off Malaya (Lloyd's War Losses, 1989, Vol. 1., 1744p).

*Thanet*, sank off the East coast of Malaya, near *Pulau Tioman* 2°48'N, 104°10'E, and debris (if any) would have been subject to the same forces which governed the ocean currents as for *Repulse* and *Prince of Wales*.

*Repulse*, *Prince of Wales* and *Thanet* never visited Australian ports therefor I doubt whether they were equipped with a Carley float marked 'LYSAGHT DUA-ANNEAL ZINC MADE IN AUSTRALIA' (Shipping Intelligence Report No. 137/1942 AA 1980/700 NID 194/222).

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CONCLUSIONS

- 1) It stretches credibility to the limit to apply any of the criterion (1)-(20) Christmas Island Carley float) to the Japanese ships, with the exception of (5). They were sunk *at or north of the Equator, in South East Asian Seas 'Indonesian waters', before 6 February 1942.*
- 2) *HMS Repulse, Prince of Wales and Thanet* were sunk north of the Equator in the South China Sea. The co-ordinates means they were sunk in 'Malaysian waters', not 'Indonesian waters'.
- 3) I doubt whether Malaysia, which incorporates the Malay Peninsula and Sarawak, would willingly ascribe the seas immediately around them as 'Indonesian waters'. Quite the opposite, actually, if oil fields are involved.
- 4) I doubt whether debris (Carley float), if any, could have floated from *Repulse, Prince of Wales* or *Thanet* (off the East coast of Malaysia, in the South China Sea), on the dates described and arrive at Christmas Island, 10°30'S, 105°40'E by 6 February 1942.
- 5) I doubt whether debris (Carley float), if any, could have floated from *Repulse, Prince of Wales* or *Thanet* (off the East coast of Malaysia, in the South China Sea), on the dates described to comply with the fact that reject thongs, from

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Indonesian factories, (from 'Indonesian waters') were found on the Cocos/Keeling Islands in 1996.

- 6) Criterion 9-20 (Christmas Island Carley float) also apply to *Repulse, Prince of Wales* and *Thanet*.

However, the final decision apropos the feasibility of a Carley float (if any), achieving the above-mentioned feat, is the preserve of Oceanographers who have detailed knowledge of ocean currents and prevailing meteorological patterns.

It is also the preserve of Historians, who need to view archival evidence apropos the feasibility of *Repulse, Prince of Wales* or *Thanet* being surveyed or equipped with a Carley float marked '*LYSAGHT DUA-ANNEAL ZINC. MADE IN AUSTRALIA INSIDE*' (*Shipping Intelligence Report No. 137/1942 AA1980/700 NID 194/222*).

The origin of the Christmas Island Carley float should be decided by scientists and maritime/naval historians.

SURFACE DRIFTCARD STUDY& THE A.W.M. CARLEY FLOAT

One of the reasons for examining the A.W.M. Carley float was:

- (i) '*Does the Memorial's float, in fact, come from Sydney?*' (Ashton, J., Challenor, C., & Courtney, R.C.H., 1993, 7p).

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The following evidence is produced to support the assertion the A.W.M. Carley float was ex *HMAS Sydney*. It could not have originated from any other ship.

#### CRITERION (A.W.M. CARLEY FLOAT)

- 1) No warship other than *HMAS Sydney* was sunk *at or south* of the Equator, in the Indian Ocean, prior to 19/20 November 1941, with the exception of *HMAS Sydney* (Page, R.A.H., 1997, 17p)
- 2) *HMAS Sydney* was equipped with new Carley floats whilst in Australia in February/March 1941, viz: 'Photographic evidence indicates that *Sydney* was repainted in camouflage colours in February/March 1941 and received additional Carley type life floats of the smaller No. 20 type' (Ashton, J., Challenor, C., & Courtney, R.C.H., 1993, 5p).
- 3) The A.W.M. Carley float dimensions were consistent with the described dimensions of a No. 20 Carley float, viz: 'These dimensions are the same as the type No. 20 (see section 2)' (*Ibid*, 7p).
- 4) The evidence of the anticyclonic drift pattern of the South Indian Ocean, viz: 'the reports (of driftcards) which are consistent with the known anticyclonic drift pattern of the south Indian Ocean (Tomczak and Godfrey, 1994), which extends northward almost to the equator, then westward in the tropical latitudes, and finally southward down the coast of Africa' (Bye, J.A.T., 1997, 4p).

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- 5) The evidence that the last Surface Driftcard report was No. 9, (16 November 1996, Port St. Johns, Kwa Zulu Natal 31°37', 29°32'E) (Bye, J.A.T., 1997, Table 1).
- 6) The evidence that no reports have been received by Dr John Bye, to 30 November 1997, of driftcards being found along the Australian coastline.
- 7) The supporting evidence of two examples of the South Indian Ocean Current, viz:
  - (a) The No. 4 lifeboat from the 73800 dwt P & O oil/bulk/ore carrier *Heythrop* lost during a fire off South Africa in November 1971. The lifeboat drifted for 7000 km and arrived at Albany W.A. on 11 February 1973. The lifeboat and plaque are on display outside the Albany Museum.
  - (b) 100 specially sealed plastic bottles were released on Carmel Carnival Day (25 June 1995) from Durban South Africa. One was found at Penong, Eyre Peninsula S.A. in late December 1996. Professor Tad Murty, Director of the National Tidal Facility, based at Flinders University estimated 'the distance covered was about 9000km, depending on situations which may have impeded the bottle' (*The Advertiser*, Thursday 23 January 1997). 'It is quite possible that the bottle drifted more or less straight east and made landfall on Eyre Peninsula' (*Ibid*). He estimated the speed at between 500 metres and 700 metres an hour.

Logically, the remaining driftcards that did not make landfall on the East African coastline, as far south as South Africa, will be caught in the open water, south of the Cape of Good Hope.

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The west wind drift caused by the 'Roaring Forties' will push them into the 'high rollers' south of the Cape and into the strong east flowing stream, (South Indian Ocean Current). The driftcards will then be propelled towards the southern Australian coastline with some diverted northward, by the continental land mass, into the West Australian Current.

### CONCLUSION

Criterion (1) to (7) (a) and (b) proves conclusively the A.W. M Carley float was ex *Sydney*. The evidence is entirely consistent with the Carley float having come from *Sydney*.

### ALLIED, AXIS & NEUTRAL MERCHANT SHIPS SUNK SEPT 1939 TO 6 FEBRUARY 1942

The remaining pages list all the relevant Allied, Axis and Neutral merchant ships sunk (Criterion No's (2), (4), (6), and (7) Christmas Island Carley float).

### CONCLUSIONS

I doubt that any of the merchant ships comply with the criterion for the Christmas Island Carley float, other than (2) or (4) or (6) and (7) and (10).

However, the final decision should be the preserve of Oceanographers who have scientific knowledge of the ocean currents and weather patterns and maritime

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historians, and shipping enthusiasts who have detailed knowledge of particular ships and shipping lines.

The origin of the Christmas Island Carley float should be decided by science and history.

### ALLIED, AXIS AND NEUTRAL MERCHANT SHIPS SUNK, SCUTTLED OR SEIZED IN THE INDIAN OCEAN AT or SOUTH OF THE EQUATOR PRIOR TO 6 FEBRUARY 1942

The following information lists by number, date, name and position the ships lost, from September 1939 to 6 February 1942 in the Indian Ocean at or south of the Equator.

#### *1) 15 November 1939 Africa Shell*

Lloyd's No: 19192 Ship Reg. No: 167164 Vessel: *Africa Shell* Type: Twin Screw, Oil Eng. Gross Tonnage: 706 Built: 1939 By: G. Brown & Co., (Marine) Ltd. Owners: Shell Co. of East Africa Ltd. (Anglo-Saxon Petroleum Co. Ltd. Managers) Port of Registry: London Flag: British (*Lloyd's Register of Shipping 1939/40*).

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'The sinking of the Africa Shell on 15<sup>th</sup> November disclosed the presence of a raider in the Indian Ocean, and naval dispositions had been made there to meet the threat' (Gill, G.H., 1985, Vol. 1., 81p).

'On 15<sup>th</sup> November a small British tanker, Africa Shell (706 tons), was attacked and sunk in the Mozambique Channel almost within territorial waters of Portuguese East Africa, survivors stating that their attacker was a light cruiser' (Ibid., 80p).

'... Graf Spee, away to the westward, sank Africa Shell off Delagoa Bay...' (Ibid., 135p).

'Flag: Br Tons Gross: 706 Voyage: Quelimane for Lourenco Marques Cargo: In ballast Position: 24° 40' 42' S., 35° E How R Remarks: —' (Lloyd's War Losses, 1989, Vol. 1., 20p).

2) 10 June 1940 Tirranna (Captured not sunk).

Lloyd's No: 84880 Vessel: Tirranna Type: S Gross Tonnage: 7230 Built: 1938 By: F. Schichau Owners: Wilh. Wilhelmsen Port of Registry: Tonsberg Flag: Norwegian (Lloyd's Register of Shipping 1940/41).

'Voyage: Sydney & Melbourne for Mombasa & U.K. Cargo: — Position: In approx. 12°S., 68°E How: R Personnel: Crew 35 & 9 passengers. 8 crew & 1 passenger lost.

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Remainder repatriated. (In all 87 lives were lost). Remarks: Prize crew put on board, also prisoners from other ships sunk by raider. Sent to Bordeaux & on Sept. 22 was torpedoed & sunk about 10 miles south of Bordeaux' (Lloyd's War Losses, 1989, Vol. 1., 80p).

Tirranna's cargo intended for Australian troops in Egypt included '3000 tons of wheat, 6000 bales of wool, 178 trucks, 5500 cases of beer, 300 cases of tobacco, 3000 cases of peaches, 17000 cases of jam and 5000 pairs of socks' (Brice, M., 1981, 81-82p).

'The Norwegian Tirranna was captured by the raider Atlantis in 1940. Under prize crew she arrived safely off the Gironde, but had to wait while the shore authorities made arrangements for her to proceed upriver. On 22 September she was sunk by the British submarine Tuna, with heavy loss of life' (Roskill, S.W., Capt., 1954, Vol. 1., 96p).

'Sixty-one people lost their lives' (Brice, M., 1981, 82p). Not in the Indian Ocean but three miles off the Gironde Estuary, 62 miles down river from Bordeaux, France, 21 September 1940.

Photograph No. 15732 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

3) 11 July 1940 City of Bagdad ex Geierfels 1921

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Lloyds No: 72239 Ship's Reg. No: 144643 Vessel: *City of Bagdad* Type: S Gross Tonnage: 7506 Built: 1919 By: J.C. Tecklenborg A.G., Wesermunde-G. Owners: Ellerman Lines Ltd. (W.S. Workman, Manager) Port of Registry: Glasgow Flag: British (*Lloyd's Register of Shipping 1940/41*).

'Date: 11 July 1940 Voyage: Hull, Immingham & Tees for Hong Kong. Sailed Lourenco Marques June 28 Cargo: — Position: Remarks: On the line in 90° E., 0° 16' S., 90° E How: R Personnel: Crew 82 and 1 gunner. 2 crew lost, 80 crew and 1 gunner prisoners of war. Remarks: —' (*Lloyd's War Losses, 1989, Vol., 1, 99p*).

Sunk by German auxilliary cruiser *Atlantis* 'which had left Germany in March and laid mines off the South African coast, was responsible for the capture of *Tiranna* and the sinking of *City of Bagdad* and *Kemmendine*' (*Gill, G.H., 1985, Vol., 1., 269-270p*).

'Crew 21 Europeans, 60 Lascars (*Haws, D., 1989, 99p*). *City of Bagdad* 'sunk by explosives from the German Raider *C, Atlantis*, an ex-Hansa vessel herself, 400 miles west of Addu Atoll, Indian Ocean' (*Ibid, 99p*).

'Addu Atoll, a ring of coral islands surrounding a deepwater lagoon at the southern end of the Maldiv Islands...' (*Gill, G.H., 1985, Vol., 1., 525n*).

'00°16'S, 90°00'E' (*Roskill, S.W., Capt., Vol., 1, 281p*).

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Photograph No. 09634 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

#### 4) 13 July 1940 *Kemmendine*

Lloyd's No: 77312 Ship's Reg. No: 147892 Vessel: *Kemmendine* Type: S (fitted for oil eng). P = Passenger Ship Gross Tonnage: 7769 Built: 1924 By: W. Denny & Bros. Ltd., Dumbarton Owners: British & Burmese S.N. Co. Ltd. (P. Henderson & Co. Managers) Port of Registry: Glasgow Flag: British (*Lloyd's Register of Shipping 1940/41*).

'Date: 13 July 1940 Voyage: Glasgow & Table Bay for Rangoon Cargo: — Position: 4° S., 82° E How: R Personnel: Total 147. 57 crew, 22 passengers 3 D.B.S. prisoners of war. (1 crew died in France). 18 crew, 11 passengers & 1 D.B.S. lost when *Tiranna* was sunk, and 1 crew died on raider. 31 crew & 2 gunners released from Italian Somaliland. Remarks:—' (*Lloyd's War Losses, 1989, Vol., 1, 100p*).

*Kemmendine* was a passenger liner under the command of Captain R.B. Reid. 'On July 13, 1940 on passage from the U.K. to Rangoon via the Cape she was 700 miles south of Ceylon (Sri Lanka) when at breakfast time a vessel was sighted which proved to be a raider' (*Laird, D., 1961, 189p*). 'The Raider opened fire without warning...' (*Ibid*). 'There was no alternative but to abandon ship. This was accomplished quickly and without panic, although the Raider continued to fire on the

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ship...' (Ibid). 'By great good fortune no one was killed or injured, and the boats and raft were picked up by the Raider...The German Raider then sank the Kemmendine by torpedo...' (Ibid). The Kemmendine's complement consisted of 7 European and 29 Indian passengers and 4 D.B.S., with a Crew of 26 Europeans and 81 Indian and Burmese seamen' (Ibid).

Sunk by German auxilliary cruiser *Atlantis*.

Photograph No. 12038 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

#### 5) 1 August 1940 *Talleyrand*

Lloyd's No: 84421 Vessel: *Talleyrand* Type: M Gross Tonnage: 6732 Built: 1927 By: Deutsche Werke A.G. Owners: Wilh. Wilhelmsen Port of Registry: Tonsberg Flag: Norwegian (*Lloyd's Register of Shipping 1940/41*).

'Voyage: Sydney and Fremantle for Table Bay and U.K. Cargo: — Position:

*Estimated 30° S., 67° E. "30° S., 49° 30' E" (Prisoners of war on release from Italian Somaliland). How: R Personnel: 3 of crew lost when Tiranna was sunk. Some prisoners of war. Remarks: Stopped by raider on August 1. Sunk on August 2 by explosive charges in "30° S., 49° 30' E" (Lloyds War Losses, 1989, Vol. 1, 109p).*

Sunk by German auxilliary cruiser *Atlantis*.

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Photograph No. 15547 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

#### 6) 15 August 1940 *King City*

Lloyd's Reg. No: 77438 Ship's Reg. No: 148835 Vessel: *King City* Type: S (fitted for oil fuel) Built: 1928 By: W. Gray & Co. Ltd., Sunderland. Owners: Reardon Smith Line Ltd. (Sir W.R. Smith & Co. Ltd. Managers). Port of Registry: Bideford Flag: British (*Lloyd's Register of Shipping 1940/41*).

*'King City, (R=Requisitioned) Type: Collier Tonnage: 4744 Built: 1928 Date of Loss: 15 August (approx) How Lost & Where: Sunk by German Raider, Indian Ocean' (Stephens, P., Sect. 3, 9p) '17° S, 66° E (Approx)' (Ibid, Section 4, 9p).* Position was approximately 11° West of Mauritius. *King City* was a merchant vessel (collier), carrying coal from Cardiff to Singapore and Hong Kong (O.H.M.S.), when sunk by the German auxilliary cruiser *Atlantis*.

#### 7) 25 August 1940 *Filefjell*

Lloyd's No: 74370 Vessel: *Filefjell* Type: Oil engine Gross Tonnage: 7616 Built: 1930 By: Swan Hunter & Wigham Richardson & Co. Ltd., Newcastle Owners: A/S 'Filefjell' (Olsen & Ugelstad) Port of Registry: Oslo Flag: Norwegian (*Lloyd's Register of Shipping 1940/41*).

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'Date: 27 August 1940 (about) Voyage: Abadan for Table Bay and U.K. Cargo:  
Aviation spirit Position: Estimated 24° S., 51° E. 350 miles S.E. of  
Madagascar How: R Personnel: Crew all prisoners Remarks: Prize crew put on  
board' (Lloyd's War Losses, 1989, Vol. I., 118p).

Date: 25 August 1940 per map. (Gill, G.H., 1985, Vol., I., 272p). Sunk by German  
auxilliary cruiser Pinguin.  
 Photograph No. 16500 Arbon-LeMaistre Collection, Mortlock Library, Adelaide,  
 S.A.

#### 8) 27 August 1940 British Commander

Lloyd's No: 71230 Ship's Reg. No: 146652 Vessel: British Commander Type: S  
(carrying petroleum in bulk, fitted for oil fuel) Gross Tonnage: 6901 Built: 1922 By:  
Caledon S.B. & Eng. Co. Ltd., Dundee Owners: British Tanker Co. Ltd. Port of  
Registry: London Flag: British (Lloyd's Register of Shipping 1940/41)

'Date: 27 August 1940 Voyage: Falmouth & Table Bay for Abadan Cargo: In ballast  
Position: 29° 37' S., 45° 50' E How: R Personnel: Crew 45 & 1 gunner all  
prisoners. Remarks: Sunk by raider 'Penguin' (sic). Shelled, torpedoed, shelled and  
sank. (Lloyd's War Losses, 1989, Vol. I., 118p). 'Date: 26 August 1940' (Patrick  
Stephens Ltd., 1988, Sect. 4., List 1, 9p).

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Sunk by German auxilliary cruiser *Pinguin* 27 August 1941 per map (Gill, G.H.,  
 1985, Vol., I., 272p).

#### 9) 28 August 1940 Morviken

Lloyd's No: 79835 Vessel: Morviken Type: Oil Eng. Gross Tonnage: 5008 Built:  
1938 By: Oresunds-varvet Aktiebolag, Landskona Owners: Wallem & Co. A/S.  
(Haakon J. Wallem Manager) Port of Registry: Bergen Flag: Norwegian (Lloyd's  
Register of Shipping 1940/41).

'Voyage: Table Bay for Calcutta Cargo: — Position: Estimated 29° S., 51° E How:  
R Personnel: Crew arrived Oslo from Germany Remarks: Sunk by 'Penguin' (sic).  
Reported to be 1920 miles NE of Capetown at noon August 28.' (Lloyd's  
War Losses, 1989, Vol., I., 119p).

Sunk by German armed merchant cruiser *Pinguin*.

#### 10) 9 September 1940 Athelking

Lloyd's No: 70161 Ship's Reg. No: 147359 Vessel: Athelking Type: M Twin Screw,  
Oil Eng. 2 Decks-Steel Gross Tonnage: 9557 Built: 1926 By: Swan Hunter &  
Wigham Richardson Ltd., Newcastle Owners: AthelLine Ltd. Port of Registry:  
Liverpool Flag: British (Lloyd's Register of Shipping 1940/41).

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'Date: 9 September 1940 Voyage: Table Bay for Sourabaya Cargo: In ballast Position: 21° 48' S., 67° 40' E How: R Personnel: Crew 40, 4 lost. 36 prisoners. Remarks: Sunk in 22° S., 67° 30' E' (Lloyd's War Losses, Vol. 1., 123p).

Sunk by German auxiliary cruiser *Atlantis*.

# 11) 10 September 1940 Benarty

Lloyd's No: 70715 Ship's Reg. No: 148256 Vessel: Benarty Type: S, 2 Decks – Steel Gross Tonnage: 5800 Built: 1926 By: C. Connell & Co. Ltd. Glasgow Owners: BenLine Steamers Ltd. (W. Thomson & Co. Managers) Port of Registry: Leith Flag: British (Lloyd's Register of Shipping 1939).

'Date: 10 September 1940 Voyage: Rangoon for Durban and U.K. Cargo: 8000 tons general Position: 18° 40' S., 70° 54' E. 480 miles E of Rodrigues How: R Personnel: Crew 48 and 1 gunner. No casualties. Remarks: Sunk by aircraft from raider. Prisoners rescued from It. Somaliland state sunk in 21° S., 71° E' (Lloyd's War Losses, 1989, Vol. 1., 124p).

Sunk by German auxilliary cruiser *Atlantis*.

# 12) 12 September 1940 Benavon

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Lloyd's No: 70716 Ship's Reg. No: 161818 Vessel: Benavon Type: S Gross Tonnage: 5872 Built: 1930 By: Lithgows Ltd., Port Glasgow Owners: BenLine Steamers Ltd. (W. Thomson & Co. Managers) Port of Registry Leith Flag: British (Lloyd's Register of Shipping 1939/40).

'Date: 11 September 1940 (6.45am Sept 12? Local time) Voyage: Hongkong and Penang for Durban and London Cargo: 8000 tons general Position: Estimated 26° S., 51° E. \* How: R Personnel: Crew 48 and 1 gunner. 23 crew & gunner lost. 25 crew prisoners of war. Remarks: Sunk by 'Penguin' (sic) Penguin. (Lloyd's War Losses, 1989, Vol. 1., 124p).

'Date: 12 September 1940' (Patrick Stephens Ltd., 1988, Sect. 4., List 1, 10p).

Sunk by German auxilliary cruiser *Penguin*.

# 13) 15 September 1940 Nordvard (Captured)

Lloyd's No: 80428 Vessel: Nordvard Type: Oil Eng. Gross Tonnage: 4111 Built: 1928 By: Kockums M.V. Aktieb. Malmö Owners: Klosters Rederi A/S (Lauritz Kloster Manager) Port of Registry: Oslo Flag: Norwegian (Lloyd's Register of Shipping 1940/41).

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'Date: 15 September 1940 Voyage: Thevenard August 30 and Bunbury September 5 for Port Elizabeth Cargo: Wheat Position: Indian Ocean Personnel: Crew 29. 28 of crew repatriated to Norway. Remarks: Arrived Bordeaux November 21, 1940 with 200 prisoners on board. Lost by aircraft attack December 29, 1944' (Lloyd's War Losses, 1989, Vol., 1., Captured Vessels, 887p).

Captured by German armed merchant cruiser *Pinguin*.

Position of capture approx. 30°S, 60°E on map (Gill, G.H., 1985, Vol., 1., 272p).

#### 14) 20 September 1940 *Commissaire Ramel*

Lloyd's No: 72577 Vessel: Commissaire Ramel Type: S. P=Passenger ship, 2 Decks. Gross Tonnage: 10061 Built: 1920 By: Soc. Provencale de Const. Navale, La Ciotat. Owners: Soc. Des Services Contractuels des Messageries Maritimes Port of Registry: Dunkirk Flag: French (Lloyd's Register of Shipping 1940/41).

'Date: 19 September 1940 Flag: Br Voyage: Sydney for Table Bay and U.K. Cargo: General Position: 28° 25' S., 74° 23' E How: R Personnel: 65 crew and 1 gunner. 3 crew lost. 63 were interned in Italian Somaliland. Remarks: — (Lloyd's War Losses, 1989, Vol., 1, 127p). 'Date: 17 September 1940 Position: 28° 25' S, 74° 27' E' (Patrick Stephens Ltd., 1988, Sect., 4, List 1, 10p).

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Sunk by German auxilliary cruiser *Atlantis*. Date: '20<sup>th</sup> September' (Gill, G.H., 1985, Vol. 1., 271p).

Photograph No. 09863 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

#### 15) 7 October 1940 *Storstad* (Captured)

Lloyd's No: 84002 Vessel: Storstad Type: (tanker) Twin Scr. Oil Eng. Gross Tonnage: 8998 Built: 1926 By: Blythwood S.B. Co. Ltd., Glasgow Owner: Skibs A/S Sommerstad (A.F. Klavness & Co. A/S) Port of Registry: Oslo Flag: Norwegian (Lloyd's Register of Shipping 1940/41).

'Flag: Norwegian Tons Gross: 8998 Voyage: Miri September 30 for Melbourne Cargo: 12000 tons bulk oil Position: — Personnel: Crew 31. 30 repatriated to Norway Remarks: Captured by Pinguin. Prize Crew placed on board and vessel ordered proceed to Melbourne to lay a minefield at entrance. Arrived Bordeaux on February 5, 1941 with some crew from Automedon and Maimoa on board. On October 23, 1941 Hamburg Prize Court ordered confiscation of vessel and cargo. Renamed Passat. Damaged by aircraft off St. Nazaire September 2, 1942. Broken up in the Loire 1949' (Lloyd's War Losses, 1989, Vol., 1., Captured Vessels, 889p).

Captured by German armed merchant cruiser *Pinguin*. *'In a leisurely voyage across the Indian Ocean she captured the Norwegian tanker Storstad (8998 tons), which was on passage from Borneo to Melbourne. A prize crew and mines were*

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transferred to *Storstad* and the two ships proceeded in company to mine Australian coastal waters' (Gill, G.H., 1985, Vol. 1., 270p).

The approximate position of *Storstad's* capture is 22 °S, 110 °W. See map (*Ibid*, 272p).

16) 21 October 1940 *Durmitor* (Captured) ex *Plutarch*

Lloyd's No: 73480 Vessel: *Durmitor* Type: Gross Tonnage: 5623 Built: 1913 By: Russell & Co. Pty. Ltd. Glasgow Owners: Dubrovacka Plovidba A.D. Port of Registry: Dubrovnik Flag: Yugoslav (*Lloyd's Register of Shipping 1940/41*).

'Date: 21 October 1940 Voyage: *Torrevieja* July 10 and *Lourenco Marques* September 26 for *Batavia* and *Miike* Cargo: — Position: 8 ° 30' S., 101 ° 30' E Personnel: — Remarks: Prize crew placed on board and vessel eventually arrived at *Kismayu*. Stripped of everything movable while in enemy hands. Vessel was recovered when *Kismayu* was captured. Renamed *Rudwinter*' (*Lloyd's War Losses, 1989, Vol. 1., Captured Vessels, 889p*).

Captured by German armed merchant cruiser *Atlantis*.

Photograph No. 10306 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

17) 18 November 1940 *Nowshera*

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Lloyd's No: 80534 Ship's Reg. No: 141897 Vessel: *Nowshera* Type: S, 2 Decks (steel) Shelter Deck – steel. Gross Tonnage: 7920 Built: 1919 By: Workman, Clark & Co. Ltd. Belfast Owners: British India Steam Navigation Co. Ltd. Port of Registry: Glasgow Flag: British (*Lloyd's Register of Shipping 1940/41*).

'Date: 18 November 1940 Voyage: *Newcastle, N.S.W. and Adelaide for Durban and U.K.* Cargo: 8124 tons general Position: About 600 miles W of Fremantle How: R Personnel: All European crew prisoners of war Remarks: Sunk by raider presumed *Penguin* (sic) *Penguin*' (*Lloyd's War Losses, 1989, Vol. 1, 157p*). '30 °S, 90 °E 9Approx)' (*Patrick Stephens Ltd, 1988, Sect., 4., List 1, 13p*).

Captured and sunk by German armed merchant cruiser *Penguin*.

Photograph No. 03364 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

18) 20 November 1940 *Maimoa*

Lloyd's No: 78759 Ship's Reg. No: 143582 Vessel: *Maimoa* Type: S, Twin screw, 2 Decks – steel & Shelter Deck with freeboard. Gross Tonnage: 10123 Built: 1920 By: Palmer's Co. Ltd. Newcastle Owners: Shaw Savill & Albion Co. Ltd. Port of Registry: Southampton Flag: British (*Lloyd's Register of Shipping 1940/41*).

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'Date: 20 November 1940 Voyage: Brisbane and Fremantle for Durban and U.K.  
Cargo: Refrigerated & general, inc. 3289 tons meat, 1275 tons sugar, 1252 tons lead,  
399 tons steel, billets. Position: 31° 50' S., 100° 21' E (approx) How: R Personnel:  
Crew 85 and 2 gunners. All prisoners. Remarks: Sunk by raider 'Penguin (sic)  
Penguin' (Lloyd's War Losses, 1989, Vol. 1, 157p).

Sunk by German armed merchant cruiser *Penguin*. '...a three hour chase began, during which *Maimoa* rigged a spare aerial and continued to broadcast distress calls...' (Gill, G.H., 1985, Vol. 1, 273p). '(Captain) Cox decided nothing was to be gained by attempting an unequal engagement with his one 4-inch gun, and ordered abandon ship. He and his crew were taken on board *Penguin*...and later transferred to *Storstad*...*Maimoa* was sunk by the raider' (Ibid).

Photograph No. 12778 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

#### 19) 21 November 1940 Port Brisbane

Lloyd's No: 81609 Ship's Reg. No: 147563 Vessel: Port Brisbane Type:S, Twin  
Screw, 2 Decks steel & Shelter Deck with freeboard. Gross Tonnage: 10612 (Gross  
Reg. Ton) 9950 (Underdeck) 7800 (Net) Built: 1923 By: Workman, Clark & Co. Ltd.  
Belfast. Owners: PortLine Ltd/Commonwealth & Dominion Line Ltd. Port of  
Registry: London Flag: British (Lloyd's Register of Shipping 1940/41).

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'Date: 21 November 1940 Tons Gross: 8739 Voyage: Newcastle, N.S.W. and Adelaide  
for Durban and U.K. Cargo: Refrigerated and general inc. 6079 tons foodstuffs, 500  
tons lead, 44 tons wolfram ore etc Position: 29° 22' S., 95° 36' E How: R Personnel:  
Crew 86, 2 gunners and 1 passenger. 1 crew lost, 58 crew, 2 gunners & 1 passenger  
prisoners Remarks: Shelled first, then raider placed time bombs on board and then  
torpedoed vessel. The raider was the Penguin (sic) Penguin' (Lloyd's War Losses,  
1989, Vol. 1, 158p).

Sunk by German armed merchant cruiser *Penguin*. 'But within a minute or two, during which the tranquillity of the night was shattered by the glare of searchlights and bursting shells, the crash of explosions and the deafening roar of steam rushing from shattered pipes, it was all over. *Penguin* – for it was she – illuminated her victim and opened fire at point blank range' (Gill, G.H., 1985, Vol. 1, 273-4p).

'(Captain) Steele dumped his confidential books and ordered abandon ship, seeing most of his crew away in three life-boats while he and seven others remained on board until the Germans boarded at 11.45 p.m., when they were ordered into the boats and later taken on board *Penguin*, after which the raider torpedoed and sank *Port Brisbane*. Of the three life-boats which left the ship, one, in charge of the Second Officer, could not be found by the Germans in the darkness' (Ibid).

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Survivors from *Port Brisbane's* 'missing-in-the dark' life-boat were picked up by *HMAS Canberra*. See photograph in (*Ibid*, 234p).

## 20) 1 December 1940 *Port Wellington*

Lloyd's No: 81637 Ship's Reg. No: 147589 Vessel: *Port Wellington* Type: S. 2 Decks – steel & Shelter Deck with freeboard. Gross Tonnage: 10065 ( 9423 Underdeck) (7285 Net) Built: 1924 By: Workman, Clark & Co. Ltd. Belfast Owners: PortLine Ltd/Commonwealth & Dominion Line Ltd. Port of Registry: London Flag: British (*Lloyd's Register of Shipping 1940/41*).

'Date: 30 November 1940 G.M.T. 6.50pm Tons Gross: 8301 Voyage: Sydney and Adelaide for Durban and U.K. Cargo: 10000 tons refrigerated and general Position: 32° 10' S., 75° E How: R Personnel: Crew 80 inc 3 gunners, 10 passengers. 2 crew lost, re-taken prisoners, 1 of whom died in Germany Remarks: Raider Penguin (sic) shelled vessel, then placed depth charges on board which sank *Port Wellington*' (*Lloyd's War Losses*, Vol., 1., 163p).

'Date: 1 December 1940 Gross Tons: 8301' (*Patrick Stephens Ltd.*, 1988, Sect., 4. List 1, 14p).

Sunk by German armed merchant cruiser *Pinguin*. 'It was a success he repeated a week later in almost identical circumstances when, at 11.50 p.m. on the 30<sup>th</sup> November, some 1300 miles farther west, (of *Port Brisbane's* sinking), he surprised and sank the

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*Port Wellington* (8301 tons) before proceeding south and into the Atlantic' (*Gill, G.H.*, 1985, Vol., 1., 275p).

Photograph No. 14081 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

## 21) 24 January 1941 *Mandasor*

Lloyd's No: 78857 Ship's Reg. No: 143614 Vessel: *Mandasor* Type: S. Fitted for oil fuel. Gross Tonnage: 5144 Built: 1920 By: W. Hamilton & Co. Ltd. Port Glasgow Owners: Thos & Jno, Brocklebank, Ltd. Port of Registry: London Flag: British (*Lloyd's Register of Shipping 1940/41*).

'Date: 21 January 1941 Voyage: Sandheads for Durban and Liverpool Cargo:— Position: 4° 18' S., 61° E\*, 4° 20' S., 61° E (about) How: R Personnel: Crew 81. 2 British lost, 1 died, 16 prisoners. 2 natives lost, 60 prisoners. Remarks: Sunk by raider *Tamesis* (sic) *Atlantis*' (*Lloyd's War Losses*, 1989, Vol., 1., 181p). 'Position: 04° 18' S, 61° 00' E' (*Patrick Stephens Ltd.*, 1988, Sect., 4., List 1, 16p).

'... Westward roughly on the latitude of Mombasa. East of the Seychelles she (*Atlantis*) sank the British *Mandasor* on the 24<sup>th</sup> January...' (*Gill, G.H.*, 1985, Vol., 1., 366p).

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Sunk by German armed merchant cruiser *Atlantis*.

22) 31 January 1941 *Speybank* (Captured)

Lloyd's No: 83788 Ship's Reg. No: 148902 Vessel: *Speybank* Type: M Twin Screw. Oil Eng. 1 Deck – steel & Shelter Deck. Carrying vegetable oil in deep tank. Gross Tonnage: 5154 Built: 1926 By: Harland & Wolff Ltd. Glasgow Owners: BankLine (A. Weir & Co. Managers) Port of Registry: Glasgow Flag: British (*Lloyd's Register of Shipping 1940/41*).

'Date: About 1 February 1941 Voyage: Rangoon for Port Elizabeth, Canada and New York. Sailed Cochin January 25, 1941 Cargo: — Position: — How: — Personnel: Crew 60. All P.O.W. Remarks: Captured by raider *Scharnhorst* or *Gneisenau*. Arrived Yokohama August 18, 1942. Renamed *Dogger Bank* (Ge). Torpedoed and sunk by unidentified submarine March 3, 1943' (*Lloyd's War Losses, 1989, Vol. I, Captured Vessels, 899p*). 'Date: 31 January 1941 Position: Indian Ocean Remarks: Taken in prize' (*Patrick Stephens Ltd., 1988, Sect., 4., List 1, 16p*).

'Westward of those islands (Seychelles) (*Atlantis*) captured the British *Speybank* (dispatched as a prison ship to Germany) on the 31<sup>st</sup>' (*Gill, G.H., 1985, Vol. 1., 366p*).

23) 2 February 1941 *Ketty Brovig* (Captured) ex *Montana* 1938.

Lloyd's No: 77360 Vessel: *Ketty Brovig* (tanker) Type: 2 Decks – steel. Gross Tonnage: 7031 Built: 1918 By: Sir J. Laing & Sons, Ltd., Sunderland Owners: Th. Brovig Port of Registry: Farsund Flag: Norwegian (*Lloyd's Register of Shipping 1940/41*).

'Date: 2 February 1941 Voyage: Bahrein for Lourenco Marques Cargo: 10330 tons diesel and fuel oil Position: North of Madagascar Personnel: 37 saved and 4 captured Remarks: Captured by raider Feb 2. Intercepted by British warships off Italian Somaliland and was scuttled on March 4 1941' (*Lloyd's War Losses, 1989, Vol. I, 185p*).

Captured by German armed merchant cruiser *Atlantis*. Attempt to scuttle by crew of *Ketty Brovig*, 4 March 1941. Sunk by *HMAS Canberra* on 4 March 1941.

24) 20 February 1941 *British Advocate* (Captured)

Lloyd's No: 71217 Ship's Reg. No: 146629 Vessel: *British Advocate* Type: S. Fitted for fuel oil. Carrying petroleum in bulk. Gross Tonnage: 6994 Built: 1922 By: Sir. J. Laing & Sons, Ltd. Sunderland Owners: British Tanker Co. Ltd. Port of Registry: London Flag: British (*Lloyd's Register of Shipping 1940/41*).

'Date: 19 February 1941 Voyage: Abadan February 6, 1941, for Table Bay and U.K. Cargo: 9000 tons Benzine and Fuel Oil Position: Indian Ocean How: Personnel: Crew 44. All P.O.W. Remarks: Captured by raider (Admiral) Scheer. On October 23,

1941 Hamburg Prize Court ordered the confiscation of vessel and cargo. Sunk by aircraft at Donges July 23-24, 1944. Raised on August 17, 1947 and placed in 3-4 meters of water at edge of Moutons Bank. Renamed Nordstern by Germans' (Lloyd's War Losses, 1989, Vol. 1, Captured Vessels, 899p).

'Date: 20 February 1941 Position: Indian Ocean (West of Seychelles) Remarks: 'Admiral Scheer'. Taken in prize' (Patrick Stephens Ltd, 1988. Sect 4., List 1, 17p).

Captured as a prize ship by German 'pocket battleship' Admiral Scheer '400 miles east of Dar-es-Salaam' (Gill. G.H., 1985, Vol. 1, 367p)

25) 20 February 1941 Grigorios C II ex War Guava ex Baron Ailsa 1935

Lloyd's No: 75189 Ship's Reg. No: 882 Vessel: Grigorios C II Type: 1 Deck - steel Gross Tonnage: 2546 Built: 1919 By: C. Hill & Sons, Bristol Owners: P.G.

Callimanopulos (sic) (P. Kallimanopulos/Hellenic Lines) Port of Registry: Piraeus Flag: Greek' (Lloyd's Register of Shipping 1940/41).

'Date: 20 February 1941 Voyage: New York for Piraeus, via Durban. Cargo: ---

Position: West of Seychelles \* How: R Personnel: 27 prisoners of war Remarks: sunk by Admiral Scheer' (Lloyd's War Losses, 1989, Vol. 1, 191p).

Sunk by German 'pocket battleship' Admiral Scheer '400 miles east of Dar-es-Salaam' (Gill, G.H., 1985, Vol. 1, 367p).

26) 21 February 1941 Canadian Cruiser

Lloyd's No: 71615 Ship's Reg. No: 150463 Vessel: Canadian Cruiser Type: S, P=Passenger ship, 2 Decks - steel & shelter Deck with freeboard. Gross Tonnage: 7178 Built: 1921 By: Halifax Shipyards Ltd., Halifax N.S. Owners: Canadian Tramp Shipping Co. Ltd. Port of Registry: Montreal Flag: British (Lloyd's Register of Shipping 1940/41).

'Date: 21 February 1941 Voyage: Port Sudan for Durban & West Indies Cargo: ---

Position: 6° 36' S., 47° 18' E (Approx) How: R Personnel: 34 crew all prisoners of war Remarks: Sunk by Admiral Scheer. Sent distress signal from 6° 36' S., 47° 18' E.' (Lloyd's War Losses, 1989, Vol. 1, 191p).

Sunk by German 'pocket battleship' Admiral Scheer (Gill, G.H., 1985, Vol. 1, 367p). Photograph No. 09319 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

27) 22 February 1941 Rantaupandjang

Lloyd's No: 78201 Vessel: Rantaupandjang Gross Tonnage: 2542 Built: 1921 By: Gebr. Pot, Bolnes Owners: Koninkl.Paketsv. Maats Port of Registry: Batavia Flag: Dutch (Lloyd's Register of Shipping 1940/41).

'Date: 22 February 1941 Vessel: Rantau Pandjang Voyage: Port Elizabeth and Durban for Sabang. Cargo: — Position: About 8° 24' S., 51° 35' E How: R Personnel: Crew 65, 63 prisoners and 2 missing Remarks: Vessel sent RRRR on February 22 in 8° 24' S., 51° 35' E. Sunk by raider Admiral Scheer' (Lloyd's War Losses, 1989, Vol., 1., 192p).

Sunk by German 'pocket battleship' Admiral Scheer '300 miles south east of Canadian Cruiser' (Gill, G.H., 1985, Vol., 1., 367p).

*'Under command of Captain P. Luim and steaming with a load of coal from Durban to Sabang, she was sighted by the German raider Admiral Scheer north east off Madagascar' (Lindeboom, L., Kapitein, Vol., 7, 72p). 'This medic (from Admiral Scheer) found that one wounded crewmember had died already and the second died during his examination. All crewmembers had to evacuate their ship and when the men were on board the raider, the Germans sank the ship' (Ibid, 73p).*

28) 4 March 1941 Coburg ex Havel 1938

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Lloyd's No: 72504 Vessel: Coburg Type: Oil Eng. P =Passenger ship. 2 Decks. Built: 1928 By: F. Schichau, Danzig. Owners: Norddeutscher Lloyd Port of Registry: Bremen Flag: German (Lloyd's Register of Shipping 1940/41).

German supply ship, unarmed. Sunk by HMAS Canberra '8°42' S, 61°42' E, steering SSW at 17 ½ knots' (Gill, G.H., 1985, Vol., 1., 368p). '...between the Seychelles and Chagos Archipelago...reconnoitering the northern portion of Saya de Malha Bank' (Ibid). 'Before Leander could reach Coburg, that ship sank, at 6.50 p.m., and Leander picked up her crew' (Ibid 370p).

29) 4 March 1941 Ketty Brovig

Sunk by HMAS Canberra at about same co-ordinates as Coburg. See abovementioned position (Gill, G.H., 1985, Vol., 1., 368-7p).

30) 6 April 1941 (about) Maroussio Logotheti(s) (Captured) ex Queensland Transport 1934

Lloyd's No: 79129 Ship's Reg. No: 232 Vessel: Maroussio Logotheti Type: S. 1 Deck. Gross Tonnage: 4669 Built: 1913 By: Irvine's S B & D. D. Co. Ltd. W. Hartlepool Owners: J. Goulandris Bros. Port of Registry: Andros Flag: Greek (Lloyds Register of Shipping 1940/41).

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'Date: About 6 April 1941 Voyage: Saigon June 6, 1940. Arrived Diego Suarez previous July 9, 1940. Cargo: — Position: At Madagascar Personnel: — Remarks: Seized by Vichy Authorities. Renamed Duquesne. Recovered at Mayotta Island by British forces in July 1942' (Lloyd's War Losses, Captured Vessels, 1989, Vol. 1., 901p).

31) 6 April 1941 (about) Yiannis (Captured) ex Newby Hall

Lloyd's No: 86533 Ship's Reg. No: 183 Vessel: Yiannis Type: Gross Tonnage: 4391 Built: 1905 By: Barclay, Curle & Co. Ltd. Glasgow Owners: G. Andreou Port of Registry: Andros Flag: Greek (Lloyd's Register of Shipping 1940/41).

'Date: About 6 April 1941 Voyage: — Cargo: — Position: At Madagascar Personnel: — Remarks: Seized by Vichy Authorities. Renamed Amiral (sic) (Admiral) Pierre (Fr). On September 29, 1942 was intercepted after escaping from Madagascar by Royal Navy and South African Air Force. Seacocks opened and vessel sank on September 30, 1942 in 26° 4' S., 34° 54' E.' (Lloyds War Losses, 1989, Vol., 1, Captured Vessels, 901p).

32) 25 April 1941 Empire Light

Lloyd's No: 87928 Vessel: Empire Light Type: S Gross Tonnage: 6828 Built: 1940 By: Barclay, Curle & Co., Ltd. Glasgow Owners: Ministry of Shipping (British India Steam Navig. Co. Ltd. Managers) Port of Registry: Glasgow Flag: British (Lloyd's Register of Shipping 1940/41).

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'Date: 25 April 1941 Voyage: Calcutta for Durban & U.K. Cargo: General Position: N of Seychelles How: R Personnel: Some survivors. Remainder of crew on raider which was sunk May 8 Remarks: Sunk by raider Pinguin. Admiralty estimated lost in 2° S., 61° E. One survivor (a lascar) at Seychelles landed by HMS Cornwall which sank Pinguin' (Lloyd's War Losses, 1989, Vol., 1., 230p).

Sunk by German armed merchant cruiser Pinguin. (Gill, G.H., 1985, Vol., 1., 372p).

33) 24 September 1941 Stamatios G Embiricos

Lloyd's No: 83848 Ship's Reg. No: 243 Vessel: Stamatios G. Embiricos Type: S. 1 Deck & Shelter Deck with freeboard. Fitted for oil fuel. Gross Tonnage: 3941 Built: 1936 By: Short Bros. Ltd. Sunderland Owners: S.G. Embiricos Port of Registry: Andros Flag: Greek (Lloyd's Register of Shipping 1940/41).

'Date: 24 September 1941 Voyage: Mombasa for Calcutta Cargo: — Position: 1° 1' S., 64° 30' E (from German sources) How: R Personnel: Crew 30, 5 lost 25 prisoners of war picked up by German submarine 3 days after. Remarks: Sunk by Steiermark (Kormoran)' (Lloyd's War Losses, 1989, Vol., 1., 294p).

Sunk by German armed merchant cruiser Kormoran 'between the Maldives and Seychelles' (Gill, G.H., 1985, Vol., 1., 450p).

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### 34) 4 January 1941 Kwangtung

Lloyd's No: 77888 Ship's Reg. No: 151431 Vessel: Kwangtung Type: S. P=Passenger ship. Fitted for oil fuel. Gross Tonnage: 2626 Built: 1921 By: Taikoo Dockyard & Eng. Co. Ltd. Hong Kong Owners: China Navigation Co. Ltd. Port of Registry: London Flag: British (*Lloyd's Register of Shipping 1940/41*).

'Date: 4 January 1942 Voyage: Hongkong & Sourabaya for Colombo Cargo: —  
Position: 9° 12' S., 111° 10' E, 9° S., 111° 24' E How: S Personnel: crew 98, 48  
lost. Remarks: — (*Lloyd's War Losses, 1989, Vol. 1, 333p*).

*'While I do not have a photograph of KWANGTUNG, there is a good photograph of identical sister ship KALGAN on page 91 of "Beancaker to Boxboat". It is apparent from this photograph and from other photographs of ships of the China Navigation Co. that, as is universally the case with merchant ships, Carley floats did not form part of her peacetime equipment' (Priv. Comm., Kentwell, S., 16 September 1997).*

*'But Britain had been at war since 1939, and some modifications might be anticipated. There are two things I can say about this. A standard such modification for Allied merchant ships, including those on the China coast was the fitting of a number of large wooden life rafts, which were often attached at a near vertical incline near the*

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*masts, so they could easily be released. These rafts were quite a bit larger than a Carley float, so they could save a reasonable number of people. They would also have been cheaper than Carley floats. As KWANGTUNG was a coolie ship with a capacity for about 1000 people between decks, in my view her owners would have chosen to fit such rafts rather than comparatively expensive little Carley floats having a low carrying capacity' (Ibid).*

*'KWANGTUNG never visited Australia, remaining on the China Straits run until the Japanese attacked in December 1941' (Ibid).*

### 35) 8 January 1942 Van Rees

Lloyd's No: 84384 Vessel: Van Rees Type: S. 2 decks & Shelter Deck. Gross Tonnage: 3000 Built: 1913 By: Wrf.voorh. Rijkee & Co. Rotterdam Owners: Koninkl.Pakerv. Maats. Port of Registry: Batavia Flag: Dutch (*Lloyd's Register of Shipping 1942/43*).

'Date: 9 January 1942 Voyage: Macassar & Tjilatjap for Padang. No cargo discharged Tjilatjap Cargo: — Position: Off Tjilatjap How: S Personnel: —  
Remarks: — (*Lloyds War Losses, 1989, Vol. 1., 334p*).

Dutch records differ. Van Rees was 3049 tons gross and was built in 1914 by Rijkee & Co., Rotterdam. Van Rees was a typical example of a classic general cargo ship

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with limited passenger accommodation. She could carry 32 First Class passengers, 30 Second Class passengers, 852 deck passengers and/or 470 Bali cattle.

A photograph of *Van Rees* shows 3 life-boats suspended on the port side. One assumes the same applied to starboard.

*'Towards the last part of 1941 and being under the command of Captain J.J. Cooper. The Van Rees was loading spices, rubber and rattan at Makassar and was to deliver these goods in Tjilatjap (Cilacap, Java) for transshipment to the U.S.A. Tjilatjap's harbour, however, was already packed to its utmost capacity with other diverted ships and so the Van Rees was to deviate for Padang (Sumatra). Under escort of the Dutch Mine Layer Willem van der Zaan, she left Tjilatjap on 7<sup>th</sup> January 1942' (Lindeboom, L., Kapitein, Vol., 5., 111p).*

*'The next morning (8<sup>th</sup> January 1942) the crew was all of a sudden surprised by a big explosion in the engine room. Again and again one is surprised how fast a ship sinks after being holed. Five men in the engine room drowned like rats in a trap and only one fireman managed to climb the emergency bamboo ladder and reached the deck' (Ibid).*

*'The sharp shooter was Ohassi, in command of the Nippo sub 'I 56' the Van Rees sank 80 miles West-Southwest of Tjilatjap (Cilacap) (Lat. 07°53'S and Long. E. 106°11')' (Ibid).*

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*'After all hands in the life-boats were counted, it was noticed that one cargo clerk was missing. It took the castaways one and a half days to reach the coast of Parigi's Bight' (Ibid).*

Photograph No. Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

36) 8 January 1942 *Van Riebeeck* (2)

Lloyd's No: 84385 Vessel: *Van Riebeeck* Type: S. 2 Decks. Gross Tonnage: 2263

Built: 1902 By: Nederl.Schps. Maats. Amsterdam Owners: Koninkl.Pakett. Maats.

Port of Registry: Batavia Flag: Dutch (*Lloyd's Register of Shipping 1942/43*).

*'Date: 9 January 1942 Voyage: Pasarocean for Singapore Cargo: — Position: Indian Ocean How: C.U. Personnel: — Remarks: Dutch Ministry of Marine state vessel was torpedoed by submarine. U.S. Navy Dept. state vessel was attacked by aircraft' (Lloyd's War Losses, 1989, Vol., 1., 334p).*

Pasarocean = Pasuruan, Selat Madura (Madura Strait), Java, 7°38'S, 112°54'E.

Madura Strait opens onto Laut Jawa (Java Sea), not Indian Ocean.

Like most of the K.P.M. ships, *Van Riebeeck* carried cargo and passengers. A photograph shows that she was equipped with three life-boats on the port side. One presumes the same was applicable to starboard.

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*'The Van Riebeeck too, could have lived much longer, if it wasn't for the Japanese invasion which proved fatal for her when during a coastal voyage from Pasoeroean (Pasuruan) (27 miles South off Soerabaya) (Surabaya) to Singapore, under command of Captain W. Dijkstra, she was holed by a 'Nippo' submarine, causing her to sink on Lat. S. 8°11' and Long. E. 108°47' which is 28 miles South West off Tjilatjap (Cilacap). This disaster took place on January 8<sup>th</sup> 1942' (Lindeboom, L., Kapitein, Vol. 2, 130p).*

*'Although Captain Dijkstra did not succeed in escaping the Japs, his decision to take the route South of Java, was in essence a wise one as this route did not lead his ship along Soerabaya's Eastern fairway as the Japs were expected to attack Soerabaya as a leading port, first' (Ibid).*

*'A ship-lover mentioned, that according to his data, the Van Riebeeck was underway, from Pasoeroean to Soerabaya, which was for such a ship only 3 hours steaming' (Ibid, 131p).*

*'If this is true, then one wonders what the devil she was doing all the way South of Tjilatjap?' (Ibid).*

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Photograph No. 16060 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

### 37) 11 January 1942 *Liberty*

Lloyd's No: 77584 Ship's Reg. No: 217061 Vessel: *Liberty* (Army transport) Type: 1 Deck & Shelter Deck. Fitted for oil fuel. Gross Tonnage: 6211 Built: 1918 By: Federal S.B. Co. Kearny N.J. Owners: United States Maritime Commission Port of Registry: Newark N.J. Flag: U.S.A. (*Lloyd's Register Of Shipping 1942/43*).

'Date: 11 January 1942 Voyage: — Cargo: — Position: 8° 54' S., 115° 28' E How: S Personnel: Crew 53 and 1 passenger(s). All saved Remarks: Vessel was beached' (*Lloyd's War Losses, 1989, Vol. 1, 334p*).

Photograph No. 05528 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

### 38) 14 January 1942 *Jalarajan ex Chumleigh 1933*

Lloyd's No: 76679 Ship's Reg. No: 148533 Vessel: *Jalarajan* Type: S. 2 Decks — steel. Gross Tonnage: 5102 Built: 1925 By: Bartram & Sons Ltd. Sunderland Owners: Scindia Steam Nav. Co. Ltd. Port of Registry: Bombay Flag: British (*Lloyd's Register of Shipping 1942/43*).

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*'Date: 14 January 1942 Voyage: Singapore for Calcutta Cargo: In ballast Position: 0°*

*12' S., 97° E How: S Personnel: Crew 75 and 3 gunners. 4 killed. Remarks:*

*Abandoned and skelled. Was seen afloat at 5pm GMT January 15. Subsequent search by aircraft failed to locate vessel' (Lloyd's War Losses, 1989, Vol., 1., 335p).*

*39) 19 January 1942 Van Imhoff*

*Lloyd's No: 34219 Vessel: Van Imhoff Type: S Gross Tonnage: 2980 Built: 1914*

*By: Maats. Fyenoord Rotterdam Owners: Koninkl.Pakett. Maats Port of Registry:*

*Batavia Flag: Dutch (Lloyd's Register of Shipping 1942/43).*

*'Date: 19 January 1942 Voyage: — Cargo: — Position: South of Java How: S*

*Personnel: — Remarks: Was possibly sunk by aircraft and not submarine' (Lloyd's War Losses, 1989, Vol., 1., 338p).*

*'This was agreed in concert with the British government, since after the attack on Pearl Harbour on 7<sup>th</sup> December 1941, the Allies were afraid that the Germans would start to be in league with the Japs' (Lindeboom, L., Vol., 5., 123p).*

*'And so the Ophir took 975 Germans on board, the Plancius took 938 Germans on board and the Van Imhoff was to transport the last group of 473 Germans to British India, amongst them German Jews and 8 lunatics. The Van Imhoff's departure was delayed by various reasons, which was the reason she fell a victim to Nippo bombers' (Ibid).*

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*' Captain (H.J.) Hoeksema notified CZM (commander of the sea forces) before departure that his lifeboats could never accommodate his crew of 84 hands, the 62 soldiers who were to guard to (sic) Germans and to protect the ship against sabotage and the 473 Germans, Jews and lunatics' (Ibid).*

*'The Van Imhoff sailed from Sibolga with 619 people on board on 18<sup>th</sup> January 1942 and before high noon the next morning, the doomed ship was spotted by a Japanese bomber plane who managed to hit the ship after two misses' (Ibid).*

*'As it was obvious that the ship was in a sinking condition, the master gave orders to abandon ship and terrible scenes ensued, for the soldiers were to prevent the Germans boarding the life-boats and only when the last crew member and soldier had left the ship, were the Germans allowed to climb out of the hatches and had to try on their own to leave the sinking ship in order to survive' (Ibid, 124p).*

*'The captain, his crew and the soldiers were afraid of the Germans who were outnumbering them and who frantically tried to obtain a place in the life-boats. But they were successfully prevented from doing so and the majority of them consequently drowned' (Ibid).*

*'Around 18.30 hours that same day (19 January 1942), the Van Imhoff sank and the motorlaunch plus the four lifeboats landed on Peloe Simoek*

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beaches at 1700 hours on the 20<sup>th</sup> January' (Ibid). 'Some 412 of the 473 Germans did not survive this disaster' (Ibid)

'The Van Imhoff sank in a position South-west of Poeloe Nias (Pulau Nias) (Lat. S. 00°10' and Long. E. 97°10') (Ibid).

#### 40) 20 January 1942 Eidsvold

Lloyd's No: 73649 Vessel: Eidsvold Type: M Gross Tonnage: 4184 Built: 1934 By: Gotaverken A/B, Gothenberg Owners: Skibs A/S Eidsiva (Sverre Ditlev-Simonsen & Co. Managers) Port of Registry: Oslo Flag: Norwegian (Lloyd's Register of Shipping 1940/41).

Date: 20 January 1942 Voyage: At Christmas Island for Fremantle Cargo: Phosphates partly loaded (3700 tons) Position: Off Christmas Island. Anchored. How: S Personnel: Crew 31 all saved Remarks: Broke in two and grounded in 5 fathoms. Vessel had proceeded to sea to await moderation of weather before completing loading. Destroyed by fire after being bombed' (Lloyd's War Losses, 1989, Vol. 1, 338p).

Christmas Island 10°30'S, 105°40'E.

'It (the war) came a lot closer the next day when a cargo ship approached the Island. She was the MV Eidsvold, a Norwegian ship looking for a cargo of phosphate.

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Coming from South Africa, her master had received no instructions to stay away and we had received no word from Singapore, which was hardly surprising under the circumstances. With the Japanese half way down the Peninsula, commercial traffic on the wireless had been suspended. As the ship neared the Cove and we were signalling her to go away, out of danger, a torpedo struck her amidships and she commenced to list. Her engines stopped and the crew abandoned her to come ashore at the jetty. Eidsvold drifted away along the coast and came to rest near West White Beach' (Neale, M., 1988, 60p).

These were the recollections of Joseph C. Baker, Wireless Operator for CIPCo, who fled Christmas Island aboard *Hermion* 17 February 1942. Baker was the first person to advise the RAN in Fremantle on 23 February 1942, about the recovery of the Carley float, 6 February 1942, at Christmas Island (AA 1980/700 NID 194/222). None of the Norwegian crew perished on 20<sup>th</sup> January 1942 when Eidsvold broke in two and sank. The entire crew was rescued by Allied warships.

#### 41) 29 January 1942 Buyskes

Lloyd's No: 71441 Vessel: Buyskes Type: S Gross Tonnage: 1800 Built: 1910 By: Maats. Fyenoord Rotterdam. Owners: Koninkl.Pakett. Maats. Port of Registry: Batavia Flag: Dutch (Lloyd's Register of Shipping 1940/41).

Date: 29 January 1942 Voyage: — Cargo: — Position: At Padang How: A Personnel: All safe Remarks: — ' (Lloyd's War Losses, 1989, Vol. 1, 343p).

HISTORY

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Padang, Sumatra, 0°57'S, 100°21'E.

*Buyskes* could carry 14 First Class passengers, 12 Second Class passengers and 711 Deck passengers and/or 292 head of Bali cattle.

*'The Buyskes was also lost during the hostilities of the last world war. Being tied up alongside the jetty at Emmahaven (Padang, Sumatra) on the 27<sup>th</sup> of January 1942, a direct hit from a Japanese bomber plane in her engine room, caused a fire to break out plus a penetration of her hull' (Lindeboom, L., Kapitein, Vol., 4, 106-7p).*

*'Although, by heroic efforts of the crew and harbour brigade, the fire was extinguished, the ship got such a list that a few moments later, when under tow to a shoal, she turned turtle and sank within 10 metres distance of the jetty' (Ibid).*

#### 42) 28 January 1942 *Boelongan*

Lloyd's No: 20411 Vessel: *Boelongan* Type: M. 1 Deck. Oil eng. Gross Tonnage: 1053 Built: 1915 By: Gebroeders Pot, Bolnes. Owners: Koninkl.Paketr. Maats. Port of Registry: Batavia Flag: Dutch (*Lloyd's Register of Shipping 1941/42*).

'Date: 29 January 1942 Voyage: — Cargo: — Position: At Padang How: A  
Personnel: All safe Remarks: — (*Lloyd's War Losses, 1989, Vol., 1., 343p*).

HISTORY

750

Padang, Sumatra, 0°57'S, 100°21'E.

*Boelongan* was built to carry salt and black coal. She also had cabin provision for 12 passengers (saloon) and provision for 327 deck passengers. A photograph of *Boelongan* shows at least four lifeboats on the port side.

Her Captain, M.L. Berveling had the unenviable task of being signaled by Dutch Admiralty, in code, to pick up the Master and passengers, many of whom were German, from the stricken Dutch Vessel *Van Imhoff*. *Boelongan* was under repeated attacks from Japanese planes in her attempt to find survivors. After completing the task, she proceeded to Padang to disembark passengers.

*Boelongan* was hit by Japanese bombers, at Boenges Bay, near Telok Dalam, (Padang, Sumatra). Heavily afire and damaged, she was considered a total loss and scuttled on 28 January 1942. Captain Berveling, passengers and Dutch crew became Prisoners Of War. The full account is in '*Old K.P.M. – Ships from the Past, Lindeboom, L., Kapitein, Vol., 4, 52-56p*'.

#### 43) 28 January 1942 *Elout*

Lloyd's No: 23084 Vessel: *Elout* Type: S Gross Tonnage: 1797 Built: 1910 By: Maats. Fyenoord Rotterdam Owners: Koninkl.Paketr. Port of Registry: Batavia Flag: Dutch (*Lloyd's Register of Shipping 1941/42*).

HISTORY

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'Date: 29 January 1942 Voyage: — Cargo: — Position: At Padang How: A

Personnel: All safe Remarks: — (Lloyd's War Losses, 1989, Vol. 1., 343p).

Elout could carry 14 First Class passengers, 12 Second Class passengers and 693 Deck passengers and/or 292 head of Bali cattle. A photograph shows three lifeboats stowed on the port side. One presumes the same applied to starboard.

*'This K.P.M. ship too became a victim of war terror as she was bombed heavily on the 27<sup>th</sup> February, 1942 when discharging cargo at Emmahaven (Padang, W. Sumatra), but most of the bombs missed her and with little damage Captain A.C.M. Hoffman decided to (sic) undock and seek the safety of an off shore anchorage' (Lindeboom, L., Kapitein, Vol. 4., 102p).*

*'However in vain, as the next day, February the 28<sup>th</sup>, the bomber pack came back and placed a direct hit, causing Elout to sink on the spot. No casualties were reported however!' (Ibid, 103p).*

Padang, Sumatra, 0°57'S, 100°21'E.

44) 29 January 1942 Poelau Tello

Lloyd's No: 30445 Vessel: Poelau Tello Type: M. P=Passenger ship. Oil Eng. 4

Decks Gross Tonnage: 9272 Built: 1929 By: Kon.Paketv.Maats deSchelde Flushing

Owners: Stoomv.Maats. Nederland Port of Registry: Amsterdam Flag: Dutch

(Lloyd's Register of Shipping 1941/42).

'Date: 29 January 1942 Voyage: — Cargo: — Position: At Padang How: A

Personnel: All safe Remarks: Beached at Koeniginnabaai. Vessel also reported attacked while lying alongside quay at Padang on January 27' (Lloyd's War Losses, 1989, Vol. 1., 343p).

Padang, Sumatra, 0°57'S, 100°21'E

Photograph No 16903 in Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

45) 3 February 1942 Madura (Damaged/not sunk)

Lloyd's No: 78707 Ship's Reg. No: 146268 Vessel: Madura Type: S. P=Passenger

Ship. Twin Screw. Fitted for oil fuel. Gross Tonnage: 9032 Built: 1921 By: Barclay,

Curle & Co. Ltd. Owners: British India Steam Navigation Co. Ltd. Port of Registry:

Glasgow Flag: British (Lloyd's Register of Shipping 1940/41).

'Date: 3 February 1942 Position: Dutch East Indies Cause of Damage: A.C How

Damaged: B Remarks: —' (Patrick Stephens Ltd, 1988, Sect. 4., List 3., 79p).

*'The same ship participated in another evacuation, this time from Singapore, where she arrived on 15 January 1942 with Japanese infantry advancing only 100 miles from the north and Keppel harbour under near constant air attack. Fifteen days later (30 January 1942) a bombing raid scored several hits on Madura and set part of the vessel and the quayside godowns ablaze. Fires extinguished, she was anchored in the roadstead to await cargo, rather an extraordinary bit of normalcy given the situation. On 2 February she went alongside and embarked instead 200 Chinese and European refugees, sailing for Java the next day. During the evening of the 3<sup>rd</sup> whilst in Dempo Strait, off Sumatra, Madura was again hit by Japanese aircraft, killing five crew members and injuring 13 others as well as destroying the hospital. The injured were landed at Palembang and Madura safely reached Calcutta' (Kohler, P.C., 1995, 122p).*

Photograph No. 02199 Arbon-LeMaistre Collection, Mortlock Library, Adelaide, S.A.

#### 46) 5 February 1942 Tidore (Beached)

Lloyd's No: 33484 Vessel: *Tidore* (m.v.) Type: Gross Tonnage: 872 Built: 1929 By: N.V. Burgerhout's M. & S. Rotterdam Owners: Koninkl.Pakett. Maats. Port of Registry: Batavia Flag: Dutch (*Lloyd's Register of Shipping 1941/42*).

'Date: 5 February 1942 Voyage: — Cargo: — Position: South of Sumbawa Cause of Loss: A Personnel: — Remarks: — (*Lloyd's War Losses, 1989, Vol. 1., 347p*).

HISTORY

Sumbawa Island, Lesser Sunda Islands (Nusa Tenggara) / Sumbawa Besar 8°40'S, 118°00'E. Coordinates=Teluk Saleh (Saleh Bay), Sumbawa, Lesser Sunda Islands/Indian Ocean.

*'The master of the Tidore could only do one thing to avoid being hit by the rain of bombs, viz; to order the helmsman to put the wheel hard to port' (Lindeboom, L., Kapitein, Vol. 9., 116p). 'But then the steering got stuck and the helmsman tried in vain to get his rudder midships again, resulting in the beaching of the Tidore on the rocky shoals of Soembawa' (Ibid).*

*'A few moments later the Paul Jones (American Destroyer) turned up and took all the unharmed shipwrecked crew on board....The Paul Jones arrived safely in Tjilatjap on 7<sup>th</sup> February 1942.....The Dutch destroyer HMS Evertsen destroyed the wreck Tidore and shot its cargo afire on 14<sup>th</sup> February 1942' (Ibid, 118p).*

#### MERCHANT SHIPS SUNK, SCUTTLED OR SEIZED AT OR SOUTH OF THE EQUATOR IN SOUTH EAST ASIAN SEAS PRIOR TO 6 FEBRUARY 1942.

Many merchant ships were sunk at or south of the Equator, particularly in South East Asian seas, leading up to the Capitulation of Singapore (15 February 1942) and in the Netherlands East Indies (7 March 1942).

HISTORY

However, Singapore is North of the Equator and many of the ships were sunk, scuttled or seized in the various Straits or Seas which were land-locked by Sumatra, Java and the Lesser Sunda Islands.

*At or South of the Equator (in South East Asia) does not necessarily mean direct or easy access into the Indian Ocean (if at all).*

*At or South of the Equator, between 0°S and to approximately 7°S, the Indian Counter Current flows east. Debris (if any) would have had to negotiate the various Straits (Sunda Strait, Bali Strait, Lombok Strait, Alas Strait, Flores Strait etc) and localized currents, to advect into the Indian Ocean (if possible).*

After 15 February 1942, when the Allied forces capitulated, many British merchant ships were sunk by bombing, seized by the Japanese, or scuttled by the Allies to prevent seizure. The British shipping losses were minimal in comparison with Dutch shipping losses in the Netherlands East Indies.

The Dutch lost merchant ships in the Netherlands East Indies and South East Asian waters before 6 February 1942. They lost far more after 6 February 1942 with the carnage of sunk, scuttled and seized ships, particularly during the exodus from Batavia (Jakarta), Tjilatjap (Cilacap) and Soerabaya (Surabaya) in late February

HISTORY

and early March 1942. Thirteen merchantmen survived to arrive in Australia or India.

#### 1) 3 January 1942 *Langkoeas*

Lloyd's No: 77413 Vessel: *Langkoeas* Type: 2 Decks Gross Tonnage: 7395 Built: 1930 By: Vulkan Vegesack, Bremen. Owners: N.V. Nederlandsch-Indische Maats. Zoor Zeevaart. I. Flag: Dutch (*Lloyd's Register of Shipping 1942/3*).

*'Date: 2 January 1942 Vessel: Langkoeas Flag: Du Tons Gross: 7395 Voyage: Java for Egypt? Cargo: Tea Position: N of Bawean How: S Personnel: Crew 94, 91 lost Remarks: Netherlands Ministry of Marine reported vessel sunk Jan 4' (Lloyd's War Losses, 1989, Vol., 1, 333p).*

Bawean 5°46'S, 112°40'E, Bawean Pulau, north of Indonesia in Java Sea, not Indian Ocean.

*'The barbaric behaviour shown by certain Japanese mariners would not have been tolerated by the German High Command. Indeed, in the main, German U-boat and surface raider commanders were helpful to those seamen, who, through no fault of their own, found themselves at the mercy of the elements' (Slader, J., 1988, 170p).*

*'the record of the Japanese does not make for happy reading:*

*3 January 1942. Langkoeas (Dutch); I-158; Kitamura. 79 murdered' (Ibid, 171p).*

HISTORY

2) 9 January 1942 *Benkoelen*

Lloyd's No: 70283 Vessel: *Benkoelen* Type: S. 2 Decks Gross Tonnage: 1003 Built: 1921 By: H. Bernard Nzn. Scheeps. HetJacht Niewendam Owners: Koninkl.Pakelv. Maats Port of Registry: Batavia Flag: Dutch (*Lloyd's Register of Shipping 1942/43*).

'Date: 9 January 1942 Voyage: — Cargo: — Position: Java Sea How: S Personnel: —  
- Remarks: —' (*Lloyd's War Losses, 1989, Vol., 1., 334p*).

*Benkoelen*, the Dutch merchant vessel, under the command of Captain C. Rutgers, and his crew of Javanese and Timorese, was carrying salt from Soemenep (Madoera) to Palembang via Cheribon and Oosthaven (near Telok Betoeng), South Sumatra.

*'When the Benkoelen was some 60 miles north of Bawean Island, the Nippo sub 'I 65' torpedoed her on 9 January 1942. (Lat. S. 04°50' and Long. E. 112°10'). Three crew- members lost their lives and the survivors were picked up the next day by the American Destroyer 'Paul Jones', which ship took them to nearby Java' (Lindeboom, L., Kapitein, Vol., 5, 104-5p).*

HISTORY

There was no accommodation for cabin or deck passengers. Photograph shows two lifeboats suspended fore and aft of funnel on port side, same on starboard and one suspended port stern.

Bawean Island (Pulau Bawean) = Laut Jawa (Java Sea).

3) 9 January 1942 *Camphuijs (Camphuys)*

Lloyd's No: 71011 Vessel: *Camphuijs* Type: S. 2 Decks, Awning Deck. Fitted for oil fuel. Gross Tonnage: 2380 Built: 1903 By: Nederl. Schps. Maats. Amsterdam Owners: Koninkl.Pakelv. Maats. Port of Registry: Batavia Flag: Dutch (*Lloyd's Register of Shipping 1942/43*).

'Date: 9 January 1942 Voyage: Samarang for Singapore Cargo: — Position: Java Sea How: S Personnel: — Remarks: —' (*Lloyd's War Losses, 1989, Vol., 1., 334p*).

*Camphuijs* was equipped with at least two life-boats on the port side. One presumes that the same applied to starboard. The steamer carried cargo and some passengers.

*'Underway from Banjoewangi to Singapore the Camphuys (Dutch spelling) was attacked by a Nippo-submarine on the 9<sup>th</sup> January 1942 in the Java Sea, 115 miles NNE off Mandalika Lighthouse (which is a few miles East of Semarang). As the fired torpedoes missed, the sub shot her leak (sic) and she sank on Lat. S 4°40' and Long.*

HISTORY



111°47'E. Her master was then Captain J.R. Brinkers (Lindeboom, L., Kapitein, Vol., 3, 73p).

'However, one ship-lover informed us that she sank on Lat. S. 4°40' and Long. E. 114°47', but supposing she did sink on that second mentioned position, then it is not very logic (sic) to use Mandalike Lighthouse as a point of reference. In case she did sink on Eastern longitude 114°47', then it would have been more practical to use Bali or even East Madoera as a point of reference to explain where her final resting place is located' (Ibid).

Regardless of Dutch difference of opinion re Camphuijs/Camphuys final resting place, both sets of co-ordinates show that she sank in Laut Jawa (Java Sea), and not the Indian Ocean.

4) 9 January 1942 *Djirak* ex *Creole Jefe* 1933

Lloyd's No: 72496 Vessel: *Djirak* (tanker) Type: Twin Screw. 1 Deck – steel.

Carrying petroleum in bulk. Fitted for oil fuel. Gross Tonnage: 3077 Built: 1928

By: Palmers' Co. Ltd. Newcastle Owners: N.V. Nederland-sche Koloniale Tankvaart

Maats Port of Registry: The Hague Flag: Dutch (*Lloyd's Register of Shipping* 1942/43).

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'Date: 9 January 1942 Voyage: — Cargo: — Position: SE of Kangean How: S

Personnel: All crew landed in Java Remarks: —' (*Lloyd's War Losses*, 1989, Vol., 1, 334p).

Kangean, Kepulauan 6°55'S, 115°30'E, Kangean Pulau 6°54'S, 115°20'E in Java Sea, not Indian Ocean.

5) 27 January 1942 *Jan Carstenz*

Lloyd's No: 59451 Vessel: *Jan Carstenz* Type: M Gross Tonnage: 164 Built: 1938

By: N.V. Boele's Schpsw & Mch Bolnes Owners: NederlNieuwGuinee Petroleum

Maats N.V. Port of Registry: Batavia Flag: Dutch (*Lloyd's Register of Shipping* 1940/41).

'Date: 27 January 1942 Voyage: — Cargo: — Position: At Amboina How: Scuttled

Personnel: Master and engineer interned at Amboina Remarks: Vessel ordered sunk by Dutch Military Command' (*Lloyd's War Losses*, 1989, Vol., 1., 342p).

Amboina = Ambon 3°43'S, 128°12'E, Laut Banda (Banda Sea), not Indian Ocean.

6) 29 January 1942 *Giang Seng* ex *Mossel* Possibly 2 March 1942

Lloyd's No: 74906 Vessel: *Giang Seng* Type: S Gross Tonnage: 1811 Built: 1899 By:

N.V. Maats. Voor Sch.en Werk, "Fyenfoord", Rotterdam Owners: Heap Eng. Moh.

HISTORY

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S.S. Co. Ltd. Port of Registry: Singapore Flag: British (*Lloyd's Register of Shipping* 1940/41).

Not recorded in Lloyd's War Losses.

According to information in Patrick Stephens Ltd., *Giang Seng* was sunk in the Dutch East Indies on 29 January 1942 (*Patrick Stephens Ltd.*, 1988, Sect. 4., List 1 32p).

However, according to Dutch sources *Giang Seng* was not sunk until 2 March 1942.

'This ship (*Mossel*) of 1824 tons gross was built in 1899 by 'Feijenoord' at Rotterdam' (*Lindeboom, L., Kapitein.*, Vol. 2., 93p). 'The K.P.M. sold this ship in 1931 to a wealthy Chinaman in Semarang, who knew ways to squeeze some (sic) more money out of this old ship by bringing her under the British flag at Singapore. Her new name was *Giang Seng* (*Ibid*, 94p). 'Due to World War II actions, she sank on the 2<sup>nd</sup> of March 1942 near Soerabaya (Surabaya, Java).

Surabaya 7°15'S, 112°45'E is situated on Selat Madura (Madura Strait) which opens onto Laut Jawa (Java Sea), not Indian Ocean.

7) 30 January 1942 *Kwandang*

HISTORY

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'Date: 30 January 1942 Vessel: *Kwandang* (m.v.) Flag: Dutch Tons Gross: — Voyage: — Cargo: — Position: At Ambon How: — Personnel: — Remarks: — ' (*Lloyd's War Losses*, 1989, Vol. 1., 344p).

Ambon = 3°43'S 128°12'E Laut Banda (Banda Sea), not Indian Ocean.

8) 30 January 1942 *Mastoer*

'Date: 30 January 1942 Vessel: *Mastoer* (m.v.) Flag: Dutch Tons Gross: — Voyage: — Cargo: — Position: At Ambon How: — Personnel: — Remarks: — ' (*Ibid*).

Ambon = 3°43'S, 128°12'E in Laut Banda (Banda Sea) not Indian Ocean.

9) 30 January 1942 *Singkel*

Lloyd's No: 83453 Vessel: *Singkel* Type: M Gross Tonnage: 615 Built: 1913 By: Wilton's E & Slipway Co. Rotterdam Owners: N.V. LianHwa Steamship Co Port of Registry: Djambi Flag: Dutch (*Lloyd's Register of Shipping* 1940/41).

'Date: 30 January 1942 Vessel: *Singkil* (sic) (m.v.) Voyage: — Cargo: — Position: At Ambon How: — Personnel: — Remarks: — ' (*Lloyd's War Losses*, 1989, Vol. 1., 344p).

HISTORY

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Ambon = 3°43'S, 128°12'E, Laut Banda (Banda Sea), not Indian Ocean

*Singkel* could carry 4 First Class passengers, 7 Second Class passengers and 357 Deck passengers and/or 168 head of Bali cattle.

In 1930 *Singkel* was sold to the Chinese ship owner Lian Hwa Steamship Co. at Djambi, who kept her original name and registered her under the Dutch flag.

*Singkel* was a small passenger and cargo ship. A photograph of *Singkel* in Singapore, 1913, shows at least 3 life-boats suspended on the starboard side. One presumes the same applied to port.

*'In January 1942 (30<sup>th</sup>), as one story goes, she departed the Moessi river and subsequently (was) reported missing. Another story has it, that the Sinkel was just left behind in January 1942 in the Moessi and that she disappeared unnoticed' (Lindeboom, L., Kapitein, Vol., 5., 89p).*

Moessi River = Musi or Palembang River, Palembang, Sumatra = 2°55'S, 104°45'E.

#### 10) 3 February 1942 Katong

Lloyd's No: 137689 Vessel: *Katong* Type: Twin Screw. 1 Deck & Promenade Deck  
Gross Tonnage: 1461 Built: 1915 By: Hong Kong & Whampoa Dock Co. Ltd.

HISTORY

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Owners: Straits S.S. Co. Ltd Port of Registry: Singapore Flag: British (*Lloyd's Register of Shipping 1940/41*).

*'Date:* 2- 3 February 1942 *Voyage:* Singapore for Palembang *Cargo:* Cargo had been discharged *Position:* 4m from Bar L.V., Palembang *How:* A *Personnel:* 5 saved  
*Remarks:* — ' (*Lloyd's War Losses, 1989, Vol., 1., 345p*).

Palembang, Sumatra, 2°55'S, 104°45'E. Palembang/Musi River opens onto Bangka Strait (Selat Bangka) into Java Sea (Laut Jawa), not Indian Ocean.

#### 11) 3 February 1942 Norah Moller ex Kangaroo 1938

Lloyd's No: 80373 Ship's Reg. No: 131682 Vessel: *Norah Moller* Type: M. Twin Screw. Oil Eng. Gross Tonnage: 4433 Built: 1915 By: Harland & Wolff Ltd., Irvine  
Owners: Moller Line Ltd (Moller's Ltd. Mgrs) Port of Registry: Shanghai Flag: British (*Lloyd's Register of Shipping 1940/41*).

*'Date:* 3 February 1942 *Voyage:* Singapore for Calcutta *Cargo:* Cargo had been discharged *Position:* Off West Nangka Point Banka Strait *How:* A *Personnel:* 17 crew killed, 8 European survivors, 13 passengers picked up & all the naval gunners. 31 Chinese saved, probably interned. *Remarks:* On fire and abandoned' (*Lloyd's War Losses, 1989, Vol., 1., 346p*).

HISTORY

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Bangka Strait (Selat Bangka) 2°20'S, 105°45'E opens onto Java Sea (Laut Jawa), not Indian Ocean.

12) 3 February 1942 *Pinna (Aground) ex Polshannon ex Tandem ex Birkenfels*  
Lloyd's No: 81462 Vessel: Pinna (tanker) Type: S Gross Tonnage: 6121 Built: 1910  
By: J.C. Tecklenborg A.G. Wesermunde-G. Owners: Anglo-Saxon Petroleum Co.  
 Ltd. Port of Registry: London Flag: British (*Lloyd's Register of Shipping 1940/41*).

'Date: 3 February 1942 Voyage: Pladjoe for Singapore Cargo: (25000 tons aviation spirit, 4000 tons fuel oil) Cargo had been discharged. Position: 0° 52' S, 104° 19' E. How: A Personnel: Crew 51 and 2 passengers. 20 crew lost 23 crew and 2 passengers prisoners. Remarks: Fire broke out but was under control by 8AM Feb 4. Caught fire and Abandoned. Vessel aground. (*Lloyd's Shipping Losses, 1989, Vol., 1., 346p*).

'103. Pinna (2) (1920-1942) 6121g 3956n 421' x 55'

Q 4-cyl by builders.

7.1910 completed by J.C. Tecklenborg A.G., Wesermunde for Hansa Line as Birkenfels. 8.1914 Taken as prize at Cape Town and renamed Tandem, later Polshannon. 1920 sold to Anglo-Saxon renamed in 1922 Pinna. 3.2.42 Bombed in position 0°52'S 104°19'E w.o.p. Pladju for Singapore. Bombed again on 4<sup>th</sup>, vessel ran aground, 20 crew and 2 passengers taken prisoner' (*Middlemiss, N.L., 1990, 123p*).

HISTORY

Co-ordinates = Berhala Strait (Selat Berhala which opens onto Java Sea (Laut Jawa), not Indian Ocean.

13) 4 February 1942 *Van Lansberge*

Lloyd's No: 34220 Vessel: Van Lansberge Type: S. 2 Decks. Fitted for oil fuel.  
Built: 1913 By: Maats. Fyenoord Rotterdam Owners: Koninkl.Pakett. Maats. Port of Registry: Batavia Flag: Dutch (*Lloyd's Register of Shipping 1941/42*).

'Date: 4 February 1942 Voyage: — Cargo: — Position: Java Sea How: A Personnel: — Remarks: — ' (*Lloyd's War Losses, 1989, Vol., 1., 347p*).

'On 4<sup>th</sup> February 1942, being underway from Soerabaya to Macassar and steaming near Brit Bank, she became a target for Japanese bomber planes' (*Lindeboom, L., Kapitein, Vol., 5., 85p*). 'Being heavily damaged, the Dutch Hr.Ms. 'Pieter de Bitter' finished her off with gunfire' (*Ibid*).

One assumes *Piet de Bitter*, picked up all survivors. *Van Lansberge* had provision for carrying 28 first class passengers, 18 Second Class passengers and 790 deck passengers. A blurred photograph of *Van Lansberge* at Emmahaven, Padang, 1913, shows one lifeboat suspended at the stern on starboard side. As a passenger ship, she would have had more than the one lifeboat.

HISTORY

The position of *Van Lansberge's* sinking was somewhere between Surabaya (7°15'S, 112°45'E) in Java/Indonesia and Ujung Pandang (Makassar) (5°07'S, 119°24'E) in the Celebes (Sulawesi). Madura Strait/Bali Sea/JavaSea, not Indian Ocean.

MERCHANT SHIPS SUNK, SCUTTLED OR SEIZED AT OR NORTH OF THE EQUATOR IN SOUTH EAST ASIAN SEAS PRIOR TO 6 FEBRAURY 1942.

At or North of the Equator, between 0°N and approximately to 7°N, the Indian Counter Current flows west. Debris (if any) would have to negotiate the various Straits (Makassar Strait, Serasan Strait, Malacca Strait etc) and localized currents, to advect into the Indian Ocean (if possible).

1) 13 November 1939 *Sirdhana*

Lloyd's No. 33770 Ship's Reg. No. 148712 Vessel: *Sirdhana* Type: S. P=Passenger. Tw. Scr. Gross Tonnage: 7745 Built: 1925 By: Swan Hunter & Wigham Richardson Ltd., Newcastle. Owners: British India Steam Navig. Co. Ltd. Port of Registry: London Flag: British (*Lloyd's Register of shipping 1939/40*).

'*Sirdhana* was sunk 'off Singapore' (*Patrick Stephens Ltd., 1989, Sect., 4, List, 4, 87p*).

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*Sirdhana* is listed in the section 'British Merchant And Fishing Vessels Lost By Miscellaneous War Causes Other Than Enemy Action' (*Ibid*).

'The majority of these vessels were lost by striking British or Allied mines. Though their loss was due to war causes it could not be attributed to enemy action' (*Ibid*)

2) 10 December 1941 *Banka* ex Singara 1936

Official No: 19969 Ship's Reg. No: 157858 Vessel: *Banka* Type: 2 Decks Gross Tonnage: 623 Built: 1914 By: N.V. Schpw. Dordrecht, Dordrecht Owners: Soon Bee S.S. Co. (Singapore) Ltd. (Heap. Eng. Moh. S. S. Co. Ltd. Managers) Port of Registry: Singapore Flag: British (*Lloyd's Register of Shipping 1941/42*).

'Position: At Tioman (? Tanjong Tiram) How: M Personnel: 6 crew saved. 4 European officers & 40 Malay ratings unaccounted for' (*Lloyd's War Losses, 1989, Vol., 1., 319p*).

'Class: Minesweeper R=Requisitioned Date: 10 December 1941 How Lost and Where: Sunk by mine or A/C, E. Coast of Malaya' (*Patrick Stephens, Ltd., 1988, Sect., 3, Part 1, 13p*).

Tioman (Tanjong Tiram) = 2°48'N, 104°10'E

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3) 12 December 1941 or 28<sup>th</sup> December 1941 Shinai ex Canadian Beaver  
1934 (Seized)

Lloyd's No: 32070 Ship's Reg. No: 141592 Vessel: Shinai Type: 2 Decks Gross Tonnage: 2410 Built: 1920 By: Collingwood S.B. Co., Kingston, Ontario Owners: G.L. Shaw Port of Registry: Vancouver B.C. Flag: British (*Lloyd's Register of Shipping 1941/2*).

'Date: 28 December 1941 Vessel: Shinai Flag: Br Voyage: Palembang for Shanghai Cargo: 3000 tons coal Position: Kuching Personnel: — Remarks: Vessel was taken down river by crew and placed in position where she would ground on rocks at ebb tide. Fire was started in No. 3 hold. Refloated by Japanese, towed Singapore. Renamed Shinai Maru' (*Lloyd's War Losses, 1989, Vol. 1., 970p*).

'Date: 12 December 1941, Position: Kuching N. Borneo Cause of Loss: Seized' (*Patrick Stephens Ltd., 1988, Sect., 4, List, 1, 30p*).

Kuching, Malaysia, = 1°33'N, 110°20'E.

4) 13 December 1941 Kampar

HISTORY

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Official No: 26352 Ship's Reg. No: 136519 Vessel: Kampar Type: 1 Deck Gross Tonnage: 971 Built: 1915 By: Hong Kong & Whampoa Dock Co. Ltd., Hong Kong Owners: Straits S.S. Co. Ltd. Port of Registry: Singapore Flag: British (*Lloyd's Register of Shipping 1941/42*).

Penang (Pinang) 5°25'N, 100°20'E

'Personnel: Crew saved Remarks: Bombs a near miss, vessel beached. On December 13 was machine-gunned and bombed and set on fire. Magazine exploded and vessel sank' (*Lloyd's War Losses, 1989, Vol. 1., 322p*).

'Class: Auxilliary A/S Vessel R=Requisitioned Date 13 December 1941 How Lost and Where: Destroyed by A/C at Penang after damage (12<sup>th</sup>) (*Patrick Stephens Ltd., 1988, Sect., 3, Part 1, 12p*).

5) 13 December 1941 Tung Wo

Official No: 33918 Ship's Reg. No: 135821 Vessel: Tung Wo Type: Tw. Scr. 1 Deck & Shade Deck Gross Tonnage: 1337 Built: 1914 By: Shanghai D & Eng. Co. Ltd., Shanghai Owners: Indo-China Steam Nav. Co. Ltd. Port of Registry: Shanghai Flag: British (*Lloyd's Register of Shipping 1941/42*).

According to Lloyd's, date of loss not known (during war), position 'at Penang' (*Lloyd's War Losses, 1989, Vol. 1., 330p*).

HISTORY

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'Type: Examination Vessel, Tung Wo R=Requisitioned, Date of Loss: 13 December 1941 How Lost and Where: Abandoned as result of enemy action' (Patrick Stephens Ltd., Sect., 3, Part 1, 16p).

Penang (Pinang) 5°25'N, 100°20'E.

6) 18 December 1941 *Perekop ex Dampen 1935*

Lloyd's No. 30254 Vessel: Perekop Type: 1 Deck Gross Tonnage: 2493 Built: 1922 By: Forth S.B & E. Co. Ltd. Alloa Owners: USSR Port of Registry: Vladivostock Flag: Russian (Lloyd's Register of Shipping 1941/42).

'Voyage: Vladivostock for Sourabaya Cargo: In ballast Position: Near Senoa, east coast Natuna Island How: A Personnel: 8 crew lost, 32 saved, inc. 3 women.

Natuna Island, Indonesia = Natuna Besar 4°00'N, 108°15'E (South China Sea).

7) 19 December 1941 *Brani (launch)(Captured)*

Not listed in Lloyd's Register of Shipping 39/40, 40/41 or 42/3.

'Date: 19 December 1941 Vessel: Brani Flag: Br Tons Gross: 57 Voyage: — Cargo: — Position: At Penang' (Lloyd's War Losses, 1989, Vol. 1., 957p).

Penang (Pinang) 5°25'N, 100°20'E.

HISTORY

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8) 19 December 1941 *Pandai m.v. (Captured)*

Lloyd's No: 62043 Ship's Reg. No. 132319 Vessel: Pandai Type: Oil Eng. Gross Tonnage: 166 Built: 1928 By: Straits S. S. Co. Ltd., Penang Port of Registry: Penang Flag: British (Lloyd's Register of Shipping 1942/43).

'Position: Penang Remarks: Captured at Penang. Lost during the war' (Lloyd's War Losses, 1989, Vol., 1., 958p).

Penang (Pinang) 5°25'N, 100°20'E.

9) 19 December 1941 *Rimau m.v. (Captured)*

Lloyd's No: 62821 Ship's Reg. No: 132326 Vessel: Rimau Type: Oil Eng. Carrying Palm Oil In Bulk. Gross Tonnage: 214 Built: 1935 By: Straits S. S. Co. Ltd. Penang. Owners: Straits S. S. Co. Ltd. Port of Registry: Penang Flag: British (Lloyd's Register of Shipping 1942/43).

'Position: Penang Remarks: Recovered after war' (Lloyd's War Losses, 1989, Vol., 1., 958p).

Penang (Pinang) 5°25'N, 100°20'E.

10) 19 December 1941 (about) *Dalmore (tug)*

Not listed in Lloyd's Register of Shipping.

HISTORY

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*'Date: About 19 December 1941 Vessel: Dalmore (tug) Flag: Br Tons Gross: 59*

*Voyage: — Cargo: — Position: Penang' (Lloyd's War Losses, 1989, Vol. 1., 958p).*

Penang (Pinang) 5°25'N, 100°20'E.

**11) 19 December (about) Intan m.v. (Captured)**

Lloyd's No: 59078 Ship's Reg. No: 132322 Vessel: Intan Type: Oil Eng. Gross

Tonnage: 117 Built: 1929 By: Straits S. S. Co. Ltd., Penang Owners: Straits S. S. Co.

Ltd Port of Registry: Penang Flag: British (Lloyd's Register of Shipping 1942/3).

*'Position: Penang Remarks: Captured at Penang. Condemned by Yokosuka*

*Prize court on February 15 1942' (Lloyd's War Losses, 1989, Vol. 1., 958)*

Penang (Pinang) 5°25'N, 100°20'E.

**12) 19 December 1941 Rasa m.v. (Captured)**

Lloyd's No: 62618 Ship's Reg. No: 132325 Vessel: Rasa Type: Oil Eng. Carrying

Palm Oil in Bulk. Gross Tonnage: 217 Built: 1938 By: Straits Steamship Co. Ltd.,

Penang Owners: Straits S. S. Co. Ltd. Port of Registry: Penang Flag: British

(Lloyd's Register of Shipping 1942/43).

*'Position: Penang Remarks: Vessel recovered by owners in Malaya 1946' (Lloyd's*

*War Losses, 1989, Vol. 1., 958p).*

Penang (Pinang) 5°25'N, 100°20'E.

HISTORY

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**13) 19 December 1941 Yen (launch) (Captured)**

Not in Lloyd's Register of Shipping.

*'Date: 19 December 1941 Vessel: Yen (launch) Flag: Br Tons Gross: 20 Position:*

*Penang' (Lloyd's War Losses, 1989, Vol. 1., 958p).*

Penang (Pinang) 5°25'N, 100°20'E.

**14) 24 December 1941 Forafric (m.v.) ex Landvard ex Songvaar ex Chumpon**

Lloyd's No: 23881 Ship's Registration No: 148929 Vessel: Forafric Type: 1 Deck –

steel & Awning Deck Gross Tonnage: 3475 Built: 1909 By: Barclay Curle & Co.

Ltd., Glasgow Owners: Wing Ning S.S. Co. Ltd. (Williamson & Co. – Managers)

Port of Registry: Singapore Flag: British (Lloyd's Register of Shipping 1941/2).

*'Position: Off Philippine Is. 3°40'N., 121°00'E How: A Personnel: All crew saved'*

*(Lloyd's War Losses, 1989, Vol. 1., 326p).*

*'In Celebes Sea' (Patrick Stephens Ltd, Sect., 4, List 1, 30p).*

**15) 24 December 1941 Rejang (Seized)**

Lloyd's No: 12755 Vessel: Rejang Type: P=Passenger. Oil Eng. Gross Tonnage: 288

Built: 1934 By: Singapore Harbour Board, Singapore Owners: Sarawak Steamship

HISTORY

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Co. Ltd. Port of Registry: Kuching Flag: Sarawak (*Lloyd's Register of Shipping 1941/42*).

'Date: 24 December 1941 Position: Kuching, N. Borneo Cause of Loss: Seized'  
(*Patrick Stephens Ltd., 1988, Sect., 4, List, 1, 30p*).

Kuching, Malaysia, = 1°33'N, 110°20'E.

16) 24 December 1941 Gladys (Seized)

Lloyd's No: 24340 Vessel: Gladys Type: 1 Deck Gross Tonnage: 358 Built: 1910 By:  
Goole S.B. & Repg. Co. Ltd., Goole Owners: Sarawak S.S. Co., Ltd. Port of  
Registry: Kuching Flag: Sarawak (*Lloyd's Register of Shipping 1941/42*).

'Position: Kuching, North Borneo Cause Of Loss: Seized' (*Patrick Stephens Ltd., 1988, Sect. 4, List, 1, 30p*).

Kuching, Malaysia, = 1°33'N, 110°20'E.

17) 24 December 1941 Margaret (Seized)

Lloyd's No: 10696 Vessel: Margaret Type: Oil Eng. Gross Tonnage: 248 Built: 1929  
By: Philip & Son Ltd., Dartmouth Owners: Sarawak S.S. Co. Ltd. Port of Registry:  
Kuching Flag: Sarawak (*Lloyd's Register of Shipping 1941/42*).

HISTORY

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'Position: Kuching, N. Borneo, Cause of Loss: Seized' (*Patrick Stephens Ltd., 1988, Part 4., List, 1, 30p*).

Kuching, Malaysia, = 1°33'N, 110°20'E.

18) 24 December 1941 Kim Chin Seng (Seized)

'Name: Kim Chin Seng Type: Motor Lighter Gross Tonnage: 165 Position: Kuching, N. Borneo Cause of Loss: Seized' (*Ibid*).

Kuching, Malaysia, = 1°33'N, 110°20'E.

19) 26 December 1941 Maikop

Lloyd's No: 27900 Vessel: Maikop Type: Oil Eng. 2 Decks. Carrying petroleum in  
bulk Gross Tonnage: 1846 Built: 1929 By: Nicolaieff State S.B. Yard 'Andre Marti'  
Nicolaieff Owners: USSR Port of Registry: Tuapse Flag: Russian (*Lloyd's Register of Shipping 1941/42*).

'Voyage: Sourabaya for Vladivostock Cargo: — Position: Off southwestern point of the Gulf of Davao How: A Personnel: 33 saved, 1 lost' (*Lloyd's War Losses, 1989, Vol., 1., 328p*).

HISTORY

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Gulf of Davao, Phillipines = 6°40'N, 125°55'E (Celebes Sea).

20) 29 December 1941 (about) *Jitra* (m.v.) (seized)

Lloyd's No: 09385 Ships Reg. No: 132323 Vessel: *Jitra* Type: Oil Eng. Gross

Tonnage: 122 Built: 1929 By: Straits S.S. Co. Ltd. Penang. Owners: Straits S.S. Co.

Port of Registry: Penang Flag: British (*Lloyd's Register of Shipping 1941/42*).

'In Malaya' (*Lloyd's War Losses, 1989, Vol. 1., 330p*)

'Date: About 29 December 1941 Position: Labuan Cause of Loss: Seized' (Patrick Stephens Ltd., 1988, Sect. 3, List 1, 31p).

Labuan = Pulau Labuan, off Sarawak, Malaysia, 5°21'N, 115°13'E.

21) 29 December 1941 (about) *Subok* (m.v.) (seized)

Lloyd's No: 14229 Ship's Reg. No: 132327 Vessel: *Subok* Type: P=Passenger. Oil

Eng. Gross Tonnage: 148 Built: 1935 By: Straits S. S. Co. Ltd., Penang Owners:

Straits S. S. Co. Port of Registry: Penang Flag: British (*Lloyd's Register of Shipping 1941/42*).

HISTORY

778

'Date: not stated Vessel: *Subok* m.v. Flag: Br Tons Gross: 148 Cargo: — Position: In Kuching River Remarks: Salvage operations in progress 1948 & vessel will be docked at Kuching after refloating. Total loss and abandoned' (*Lloyd's War Losses, 1989, Vol. 1., 331p*).

Kuching, Sarawak, Malaysia is 1°33'N, 110°20'E.

'Date: About 29 December 1941, Position: Labuan, Cause of Loss: Seized' (Patrick Stephens Ltd., 1988, Sect. 3, List 1, 29p).

Labuan = Pulau Labuan, off Sarawak, Malaysia, 5°21'N, 115°13'E.

22) 30 December 1941 *Kudat* ex Barima

Official No: 27048 Ship's Reg No: 135673 Vessel: *Kudat* Type: Tw. Scr. 1 Deck & Shelter Deck. Fitted for oil fuel. Gross Tonnage: 1725 Built: 1914 By: Caledon. S. B. & E. Co. Ltd., Dundee Owners: Straits S. S. Co. Ltd. Port of Registry: Singapore Flag: British (*Lloyd's Register of Shipping 1941/42*).

Lloyds reported the loss of *Kudat* as occurring on 10 January 1942 (*Lloyd's War Losses, 1989, Vol. 1, 334p*).

HISTORY

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'Class: Armed Trader R=Requisitioned Date of Loss: 30 December 1941 How Lost and Where: Sunk by A/C at Port Swettenham, Malaya' (Patrick Stephens Ltd, 1988, Sect. 3, Part 1, 16p).

Port Swettenham = Pelabuhan Kelang/Kelang, Malacca Strait, 3°02'N, 101°27'E.

23) 31 December 1941 *Ruth Alexander ex Callao ex Sierra Cordoba*

Lloyd's No: 31327 Ship's Reg. No: 220966 Vessel: Ruth Alexander Type:

P=Passenger. Tw. Scr. 3 Deck. Fitted for oil fuel. Gross Tonnage: 8135 Built: 1913

By: Akt. Ges. 'Vulcan' Stettin Owners: President Terminal S. S. Co. Ltd. Port of

Registry: San Francisco USA Flag: United States (Lloyd's Register of Shipping 1941/42).

'Voyage: Manila for Balik Papan (f.o.) Position: Off N.W. Borneo How: A

Personnel: Crew 49, 1 lost' (Lloyd's War Losses, 1989, Vol. 1., 329p).

24) Late December 1941 *Hai Tung ex Mai 1938 ex Roa 1936 ex Albert Clement*

Lloyd's No: 24739 Vessel: Hai Tung Type: 1 Deck Gross Tonnage: 1187 Built: 1904

By: Akt. Ges. 'Neptun' Rostock Owners: Wallem & Co. A/S (Haakon J, Wallem-

Manager) Port of Registry: Bergen Flag: Norwegian (Lloyd's Register of Shipping 1941/42).

'Date: Not Stated Voyage: Bangkok Dec. 4 for Singapore Cargo: General, rice & teak

Position: — Personnel: — Remarks: Presumed lost, no news since leaving Bangkok.

Norwegian Authorities consider an Untraced ship' (Lloyd's War Losses, 1989, Vol. 1., 331p).

*Hai Tung's* voyage from Bangkok (13°45'N, 100°31'E) to Singapore (1°22'N, 103°48'E) was in Northern Hemisphere waters.

25) Late December 1941 *Petaling (m.v.)*

Lloyd's No: 12246 Ship's Reg. No: 132318 Vessel: Petaling Type: Oil Eng. Gross

Tonnage: 168 Built: 1928 By: Straits S.S. Co. Ltd. Singapore Owners: Straits S. S.

Co. Ltd. Port of Registry: Penang Flag: British (Lloyd's Register of Shipping 1941/2).

'At Penang' (Lloyd's War Losses, 1989, Vol. 1., 330p).

Penang (Pinang) 5°25'N, 100°20'E.

26) Late December 1941 (presumed) *Burong ex Bintang ex Lutong*

Lloyd's No: 05758 Vessel: Burong Type: Fitted for Oil Fuel. Gross Tonnage: 215

Built: 1921 By: W.S. Bailey & Co. Ltd., Hong Kong Owners: Sarawak Oil Fields

Ltd. Port of Registry: Miri Flag: Sarawak (Lloyd's Register of Shipping 1941/42).

'Date: — Position: Sarawak (presumed) Remarks: Taken to Manila by the Japanese early 1944' (Lloyd's War Losses, 1989, Vol. 1., 970p).

*Sarawak 2°30'N, 113°30'E*

27) Late December 1941 (presumed) *Rengam m.v.*

Lloyd's No: 62727 Ship's Reg. No: 89158 Vessel: Rengam Type: Oil Eng. Gross Tonnage: 185 Built: 1924 By: Straits S.S. Co. Ltd., Penang Owners: Straits S. S. Co. Port of Registry: Penang Flag: British (Lloyd's Register of Shipping 1942/43).

'Position: Penang Remarks: Condemned by Yokosuka Prize court' (Lloyd's War Losses, 1989, Vol. 1, 971p).

*Penang (Pinang) 5°25'N, 100°20'E.*

28) Late December 1941 (presumed) *Rimba m.v.*

Lloyd's No: 62822 Ship's Reg. No: 89160 Vessel: Rimba Type: Oil Eng. Gross Tonnage: 139 Built: 1925 By: Straits S. S. Co. Ltd., Wellesley Owners: Straits S. S. Co. Ltd. Port of Registry: Penang Flag: British (Lloyd's Register of Shipping 1942/43).

'Position: Penang Remarks: Condemned by Yokosuka Prize Court' (Lloyd's War Losses, 1989, Vol. 1., 971p).

*Penang (Pinang) 5°25'N, 100°20'E.*

29) 10 January 1942 *Toboali (Captured)*

Lloyd's No: 83740 Vessel: Toboali Type: Diesel Engine Gross Tonnage: 984 Built: 1929 By: A.F. Smulders, Schiedam. Owners: Koninkl.Pakett. Maats. Port of Registry: Batavia Flag: Dutch (Lloyd's Register of Shipping 1942/43).

*'Steaming in Strait Roepat (Selat Rupert which open onto the Strait of Malacca, between Sumatra and Malaya) ...Toboali suffered a few direct hits, causing fires to break out' (Lindeboom, L., Kapitein, Vol. 9, 66-67p).*

*'The ship ran aground some 800 metres off the coast and in the meantime the lifeboats had been lowered and all hands abandoned their ship' (Ibid, 67p).*

*'The Toboali was repaired (raised 18 July 1944) and as the Aki Maru she had to serve the enemy till the last year of the war' (Ibid).*

30) 11 January 1942 *Wulin (captured)*

Lloyd's No: 34985 Ship's Reg. No. 159418 Vessel: Wulin Type: Tw. Scr. Oil Eng. (River Service) 2 Decks. P=Passenger Gross Tonnage: 2515 Built: 1935 By: Taikoo D. & E. Co. of H.K. Ltd., Hong Kong. Owners: China Nav. Co. Ltd. Port of Registry: London Flag: British (Lloyd's Register of Shipping 1941/2).

*Captured in Muar River, Johore Strait = about 2°03'N, 102°35'E. 'Bombed and sunk on January 11, 1942 and renamed Unryu Maru; (Lloyd's War Losses, 1989, Vol. 1, 977p).*

31) 11 January 1942 Baynain (captured) ex Kilcloher, ex Channel Queen

Lloyd's No: 20101 Vessel: Baynain Type: 1 Deck – steel. Well Deck. Gross Tonnage: 659 Built: 1912 By: Goole S. B. & Repp. Co. Ltd., Goole. Owners: Bakau & Kenya Extract Co. Ltd. Port of Registry: Sandakan Flag: British (*Lloyd's Register of Shipping 1941/2*).

'Voyage: Tarakan (3°18'N, 117°38'E) January 10, 1942 for Sourabaya (7°15'S, 112°45'E) Cargo: Steel pipes & military stores Position: — Personnel: — Remarks: Captured by Japanese submarine chaser. Renamed Heinan Maru sunk by submarine December 8, 1942 in 0 52N., 118.54E' (*Lloyd's War Losses, 1989, Vol. 1, 977p*).

32) 16 January 1942 Kelana (Kelani?)

Lloyd's No: 09708 Vessel: Kelani Type: Fitted for Oil Fuel. Carrying oil fuel in bulk. Gross Tonnage: 185 Built: 1923 By: Hooghly Dock & E. Co. Ltd., Calcutta Owners: Shell Co. of Ceylon Ltd. Port of Registry: Calcutta Flag: British (*Lloyd's Register of Shipping, 1941/42*).

'Date: 26 January 1942 Vessel: Kelana (aux. patrol) Flag: Br Position: At Endau How: Scuttled' (*Lloyd's War Losses, 1989, Vol. 1, 341p*).

HISTORY

'Class: Motor Launch Name: Kelana R=Requisitioned Tonnage: 88 Date of Loss: 16 January 1942 How Lost and Where: Sunk by A/C. Malaya' (*Patrick Stephens Ltd., 1988, Sect., 3, Part 1, 20p*).

Endau, Malaysia (East Coast), South China Sea, 2°39N, 103°38'E.

33) 16 January 1942 Senang

Lloyd's No. 31963 Vessel: Senang Type: 1 Deck – Steel & Teak Gross Tonnage: 1207 Built: 1914 By: Hong Kong & Whampoa Dock. Co. Ltd., Hong Kong. Owners: Tjong Hwa Leon (Tjong & Co. Ltd.) Port of Registry: Palembang Flag: Dutch (*Lloyd's Register of Shipping 1941/42*).

'Position: 1°15'N, 104°05'E How: M Personnel: 54 missing, 39 survivors Remarks: Struck a mine presumably in a Dutch minefield (*Lloyd's War Losses, 1989, Vol. 1, 337p*).

34) 21 January 1942 Zannis L. Cambanis ex Evros

Lloyd's No: 35158 Ship's Reg. No: 120 Type: 1 Deck – Steel & Shelter Deck – Steel Vessel: Zannis L. Cambanis Gross Tonnage: 5317 Built: 1920 By: Craig, Taylor & Co. Ltd. Stockton Owners: The Heirs of the late L.Z. Cambanis Port of Registry: Andros Flag: Greek (*Lloyd's Register of Shipping 1941/42*).

HISTORY

'Date: 21 January 1942 Vessel: Zannis L. Cambanis Flag: Gr Tons Gross: 5317 Voyage: Madras for Singapore Cargo:— Position: Approx 1°15'N, 104°31'E How: M Personnel: Master and 1 crew missing Remarks: Mined, presumably in a Dutch minefield' (Lloyd's War Losses, 1989, Vol., 1., 339p).

'Class: Collier How Lost and Where: Mined off Singapore' (Patrick Stephens Ltd, 1988, Sect 3., List 1, 23p).

### 35) 22 January 1941 Raub

Lloyd's No: 30910 Ship's Reg. No: 154001 Vessel: Raub Type: Tw. Scr. Oil Eng. 2 Decks Gross Tonnage: 1159 Built: 1926 By: Taikoo Dockyard & Eng. Co. of Hong Kong, Hong Kong. Owners: Straits S.S. Co. Ltd. Port of Registry: Singapore Flag: British (Lloyd's Register of Shipping 1941/42).

'Position: At Belawan How: A Personnel: Crew saved' (Lloyd's War Losses, 1989, Vol., 1., 338p).

'Class: Armed Trader R=Requisitioned Date of Loss: 22 January 1941' (Patrick Stephens Ltd., 1988, Sect., 3, Part 1, 24p).

Belawan, Sumatra = 3°47'N, 98°41'E (Strait of Malacca).

### 36) 22 January 1942 Van Overstraten

Lloyd's No: 34223 Vessel: Van Overstraten Type: S Gross Tonnage: 4482 Built: 1911 By: Maats. Fyenoord, Rotterdam Owners: Koninkl.Pakett.Maats. Port of Registry: Batavia Flag: Dutch (Lloyd's Register of Shipping 1941/42).

Capacity to carry 32 First Class passengers, 36 Second Class passengers and 1614 Deck passengers and/or 541 head of Bali cattle. A photograph shows six lifeboats on stored on the starboard side. One presumes the same number were stored on the port side.

Many K.P.M. ships carried cargo and passengers in the N.E.I. Passenger movement and inter-island trade was heavy. Some K.P.M. ships also embarked large numbers of people from the Moslem community on their 'once-in-a-lifetime' pilgrimage to Mecca (Makkah), Saudi Arabia. The fitting of sufficient life-boats and life-belts was commonsense. There seems to be a dearth of Carley floats in any of the KPM photographs of their ships and none are mentioned in any of the KPM ship's specifications.

*'This ship too, did not survive the Japanese hostilities of the 2<sup>nd</sup> World War as just before the outbreak of the 2<sup>nd</sup> World War, the Van Overstraten was chartered to the Stoomvaart Maatschappij Nederland and was employed on the line: West-India to the Persian Gulf (Lindeboom, L., Kapitein, Vol., 4., 121p).*

'Since the need for ship's cubic space in the East Indies became more urgent, the K.P.M. called her back but she waited in Bombay for the urgently needed armament protection for three weeks' (Ibid).

'However she waited in vain and the poignant irony is, that she sailed on the 16<sup>th</sup> day of January 1942 with 117 crewmembers and without any armament at all, but a 'kite flying on a steel rope' to attack Japanese planes with...On January 22<sup>nd</sup> the die was cast; a Japanese sub with the marks 'I 64' under command of Commander Ogawa, first tried to torpedo her which attempt failed and then the submarine succeeded in holing the *Van Overstraten* beneath the waterline and she sank with 4 Javanese casualties who were hit by the shells. The lifeboats were successfully lowered into the water and by rowing away from the sub, the crew managed to escape' (Ibid, 121-3).

'When darkness fell the sails were hoisted and in six days all the sloops managed to reach Sinabang on Simeuloe Island (Pulau Simeulue) (N.W. Sumatra). On the last part of their epic voyage they were assisted by the Dornier flying-boat 'X 17' with pilot L. van den End at the controls, who even managed to pick up some (injured) survivors and delivered them to Sinabang by air' (Ibid, 123p).

Sinabang, on Pulau Simeulue (Indian Ocean), off N.W. coast of Sumatra, is 2°29'N, 96°23'E. The loss of the *Van Overstraten* probably occurred North of the Equator, on a journey from Bombay to Sumatra.

HISTORY

### 37) 23 January 1942 *Larut*

Lloyd's No: 27323 Ship's Reg. No: 154211 Vessel: *Larut* Type: Oil Eng. 1 Deck  
Gross Tonnage: 894 Built: 1927 By: Hall, Russell & Co. Ltd., Aberdeen Owners:  
Straits S.S. Co. Ltd. Port of Registry: Singapore Flag: British (*Lloyd's Register of Shipping 1941/42*).

'Position: At Sabang How: A Personnel: Crew saved Remarks: Burnt out (*Lloyd's War Losses, 1989, Vol. 1, 339p*).

'Class: Armed Merchant Trader R=Requisitioned Date of Loss: 22 January 1941'  
(*Patrick Stephens Ltd., 1988, Sect. 3, Part 1, 24p*).

Sabang Island, Sumatra = 5°55'N, 95°19'E.

### 38) 24 January 1942 *Tai Sang*

Lloyd's No: 33018 Ship's Reg. No. 159495 Vessel: *Tai Sang* Type: 2 Decks Gross Tonnage: 3555 Built: 1938 By: Hong Kong & Whampoa Dock Co. Ltd., Hong Kong  
Owners: Indo-China Steam Navig. Co. Ltd. Port of Registry: Hong Kong Flag:  
British (*Lloyd's Register of Shipping 1941/42*).

HISTORY

'Voyage: Calcutta for Singapore Cargo: Sugar Position: Approx. 0°55'N, 103°35'E

How: M. Personnel: Crew 31 and 4 passengers. 2 P.O.W.' (Lloyd's War Losses, 1989, Vol., 1, 340p).

39) 26 January 1942 *Shunan (Shun An)* (scuttled) (refloated by Japanese)

No reference found in Lloyd's Register of Shipping.

'Shunan, Position: Endau Remarks: Bombed and scuttled January 26, 1942.

Reported at Singapore August 13, 1942' (Lloyd's War Losses, 1989, Vol., 1., 978p).

Endau, on East Coast of Malaya, South China Sea = 2°39'N, 103°38'E.

40) 27 January 1942 *Harpa*

Lloyd's No: 24883 Ship's Reg. No. 162538 Vessel: Harpa Type: Tw. Scr. Oil Eng.

Gross Tonnage: 3007 Built: 1931 By: Hawthorn, Leslie & Co. Ltd., Newcastle

Owners: Anglo-Saxon Petroleum Co. Ltd. Port of Registry: London Flag: British

(Lloyd's Register of Shipping 1941/42).

'Voyage: Singapore for Batavia Cargo: Aviation spirit Position: Main Singapore

Strait How: M. Personnel: Crew 38 & 2 gunners, 33 crew & 2 gunners lost' (Lloyd's War Losses, 1989, Vol., 1, 342p).

Main Singapore Strait = 1°15'N, 104°00'E.

HISTORY

41) 3 February 1942 *Loch Ranza*

'Date: 3 February 1942 Vessel: Loch Ranza Tons Gross: 4958 Voyage: Singapore for

Batavia Cargo: Cargo had been discharged Position: 0°37' 1°00'N, 104°14'E How:

S Personnel: Crew 50, inc. 9 gunners and 4 R.A.F. passengers. 5 crew killed, 1 crew

and 1 gunner died later. 2 crew prisoners Remarks: Set on fire and beached in

0°36'N., 104°12'E. After being beached another explosion was observed on board'

(Lloyd's War Losses, 1989, 345p).

'Sailing during the last days of January was the merchantman Loch Ranza. Loaded with important radio equipment and anti-aircraft guns for the defence of Palembang in Sumatra, she was bombed and later beached on Abang island following a heavy attack by aircraft on 3 February. The wreck – she was a total loss was found by HMAS Toowoomba' (Slader, J., 1994, 161p).

42) 5 February 1942 *Empress of Asia*

Lloyd's No: 23322 Ship's Reg. No: 135226 Vessel: Empress of Asia Type:

P=Passenger. Quad Screw. 4 Decks steel & Shelter Deck – steel teak. Gross

Tonnage: 16909 Built: 1913 By: Fairchild Co. Ltd. Glasgow Owners: Canadian

Pacific Railway Co. (Canadian Pacific Steamships Ltd. – Managers). Port of

Registry: Vancouver Flag: British (Lloyd's Register of shipping 1941/42)

HISTORY



*'Between New Year's Day and 8 February seven small convoys of merchantmen arrived at Singapore but further inward movements were then stopped. By 12 February, when the Japanese had gained a secure foothold on Singapore island, the order was given to clear the harbour of all shipping that could be got away' (Slader, J., 1988, 160p).*

*'Attacked by a Japanese bomber force on the approaches to Singapore on 4 February, followed by a second assault the following day, the 16,909-ton coal-burning Empress of Asia was dive-bombed and set on fire, the flames getting out of control in a matter of minutes. Brought to anchor close to Sultan Shoal lighthouse she burnt out during the next day and was broken up for scrap in 1952' (Ibid, 162p).*

Sultan Shoal Lighthouse, on the northern edge of Selat Sinki's western entrance, Singapore Strait 1°15N, 104°00'E.

February 1942 (exact date unknown)

#### *Penghambat & Peningat*

Not registered in Lloyd's Shipping Register. Both were motor launches of under 100 tons, *'lost or destroyed to prevent falling into enemy hands at Singapore' (Patrick Stephens Ltd., 1988, Sect. 3, Part 1, 20p).*

(Presumed) Singapore Strait 1°15N, 104°00'E.

HISTORY

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