

**In Memory of
Gunner REGINALD WALTER FRANK LUCKETT
1787429, 95 Bty., 48 Lt. A.A. Regt., Royal Artillery
who died, age 35, on 27 November 1942
Son of Thomas Henry and Martha Lockett
Remembered with honour
Faringdon War Memorial and
YOKOHAMA CREMATION MEMORIAL**



Commemorated in perpetuity by the Commonwealth War Graves Commission

Yokohama War Cemetery, is 9 kilometres west of the city centre on Jido-Yuenchi-Dori, Hodogaya Ward, which branches about 300 metres left off the old Tokaido highway. The nearest railway station is Hodogaya, 4 kilometres to the north. JR Hodogaya Station is for the trains running on the Yokosuka Line and some of the Shonan-Shinjuka Line Services. Please note that only trains on these two lines stop at the station. The cemetery is then easily reached by bus from Hodogaya Station. To get to the bus stop leave the railway station at the East exit onto the Tokaido highway. The bus stop is located on the opposite side of the road and visitors can cross the highway by using the pedestrian bridge nearby. To get to the cemetery by bus, the bus route is No.53 and the bus departs every 20 to 30 minutes during its operating hours. The stop required for the cemetery is called "Ei-Renpo-Gun-Bochi", better known for the "Jido-Yuenchi" or "Yokohama" Botanical Garden, which is in the same park area as the Yokohama War Cemetery. The bus stops about 50 yards beyond the cemetery entrance which is signposted for the gardens and cemetery. ("Ei-Renpo-Gun-Bochi" translates locally as "British Commonwealth Cemetery".) The Memorial takes the form of a

beautifully designed shrine which houses an urn containing the ashes of 335 soldiers, sailors and airmen of the Commonwealth, the United States of America and the Kingdom of the Netherlands who died as prisoners of war in Japan. Their names (save for 51 who were not identified) are inscribed on the walls of the shrine.

Reginald was one of six children.

War Diary

48 LAA Regiment RA, on arrival in Batavia, sent 95 Battery to Oosthaven in Sumatra en route for the airfield around Palembang (P1 and P2) to reinforce the air defence already there. When they arrived in Palembang they found that the evacuation was beginning and they had time only to turn round, retire to Oosthaven and return to Java. On its return, 95 Battery was deployed around Andir airfield near Bandoeng (now Bandung). 49 Battery was deployed around Kalidjati airfield, North of Bandoeng and 242 Battery with RHQ were deployed in Batavia. The Japanese landed in Java on the night of 28 Feb/1 March 1942 over-running the 49th Battery. After surrendering, all the 49 battery survivors were executed.

95th Battery was over-run by Japanese tanks at Bandoeng around 8 March. Those men who survived were shipped from Java in the Yoshida Maru on 22 October arriving 25 October in Singapore They embarked on 29 October in the Singapore Maru and sailed the next day arriving Moji, Japan on 24 November and disembarking 26 November.

IN THE MATTER OF THE ILL-TREATMENT OF PRISONERS OF WAR
COMMITTED ON BOARD S.S. "YOSHIDA MARU" AND S.S.
"SINGAPORE MARU" 21 OCTOBER TO 26 NOVEMBER 1942. -----

A F F I D A V I T.-----

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

1. On the 19th October 1942 Col. C.M. Lane M.C., 10/15 Punjab Regt., Senior British Officer P.O.W., Tanjong Priok, Batavia, was instructed by the Japanese Commandant, Tanjong Priok P.O.W. Camp to draft 1000 (90 Officers and 910 O.R.s approx), for departure for an unknown destination on the 21st October
2. Immediate representations were made to the Japanese Authorities that, with the prevalence of malaria, dysentery, beri-beri, dengue, malnutrition, etc., in the camp, the majority were not in a fit state to travel. The worst sick cases among those drafted were inspected by the Senior British Medical Officer, Lt.Col. Mazie, R.A.M.C. and

at a later stage by a Japanese Medical Officer from Batavia. Substitutions were made where possible, but even so, when the draft assembled on the 21st Oct. there were many stretcher cases and some 10/20 % of the personnel collapsed on the march to the Docks.

3. At the Tandjong Priok Docks the party was joined by a draft of 300 R.A.F., under command of Wing Commander Frowe, and 500 R.A. personnel under command of Lt. Col. Saunders R.A. This total of 1800 embarked on the thirty-year old, 5,000 ton "Yoshida Maru" at 16.00 hours on the 21st Oct. and were crammed down the four hatchways. Wing Commander Frowe and Lt.Col. Saunders' parties were accommodated below the forward hatches with some seventy Japanese personnel who had taken the "best" of the accommodation for themselves and the Tandjong Priok party of 1000 were crowded together so tightly aft that it was impossible to lie down and those immediately under the hatchways, which were unprovided with tarpaulins, were soaked to the skin every time it rained during the voyage. There were 16 deck latrines forward and 8 aft, also 2 small water tanks forward and 2 aft.
4. The ship sailed the following morning and throughout the voyage three meals of rice and fish soup were served daily. Under these conditions there was an immediate increase in sickness and an emergency hospital was formed on the upper deck under the shelter of a leaky tarpaulin. No blankets were provided, nor were any medical supplies of any description.
5. The "Yoshida Maru" arrived at Singapore at 13.00 hours on the 25th Oct. and the following morning all personnel were ordered ashore for a hose-down on the dock side under the supervision of Japanese guards. All personnel were then marched to the roadside where they were obliged to take down their trousers and a glass rod was inserted in each man's anus in full public view. All were then returned to the "Yoshida Maru."
6. On the 28th Oct. Wing Commander Frowe was instructed to draft 200 of his men to join Lt. Col. Saunders' party of 500 and transfer to another ship. Fourteen of the more seriously sick from Tanjong Priok Camp were then transferred to Singapore Hospital.
7. On the 29th Oct. at 04.00 hours the remaining 1086 disembarked and were disinfested. During the day a further 19 went sick and were sent to shore hospital and 14 replacements were received from Changi P.O.W. Camp, making a total of 1081.
8. The 1081 embarked on the S.S. "Singapore Maru", 5,200 tons, built in 1904, at 19.00 hours on the 29th Oct., the officers, 96 in number, being in this instance, segregated in the aft hold for the better maintenance of discipline. The general arrangements were similar to those on the "Yoshida Maru". Forward were

accommodated Japanese troops, who spread themselves at the expense of the prisoners, and forward were 16 deck latrines, (8 for prisoners), and four small water tanks, (two for prisoners). Aft were 8 deck latrines, two water tanks and the galley. Three meals of rice and fish soup were provided daily and hot water for drinking three or four times per day. There were two small lifeboats, four rafts and no life-belts for P.O.Ws

9. The "Singapore Maru" sailed for Japan at 10.00 hours on the 30th Oct. and by the 2nd of November sickness had increased to such an extent that the establishment of a hospital on the aft hatch cover became necessary. The required accommodation was grudgingly given, as was the 1 lb Mag. Sulphate and a few aspirin and quinine tablets. Two men died almost as soon as the "hospital" was established.
10. On the 3rd of November the "Singapore Maru" hove to off Cap St. Jacques, where, as Senior Officer, I made the strongest possible representations to the Japanese Commanding Officer, Lieut. Moriyama, regarding the state of affairs on board and demanded the immediate removal of all sick to Saigon and the sending of a radio report to Batavia to prevent the further shipment of P.O.W.s under such intolerable conditions. The same afternoon the ship sailed without any action being taken to improve conditions aboard.
11. Sickness was now increasing at such a rate and the weather deteriorating to such an extent that the accommodation under the aft hatch had to be cleared of troops and the sick transferred to the space vacated. No amenities of any sort such as mats, mattresses, blankets, etc. were provided and the sick lay on the bare steel deck. With difficulty some wooden buckets were secured for use as hospital latrines. A small quantity of newsprint was provided as toilet paper, but was soon exhausted and, as there was only sufficient water to permit of washing the hands once a day, personal hygiene was impossible and disease spread rapidly in consequence.
12. Deaths continued up to the arrival of the "Singapore Maru" at Takow, Formosa, on the 13th Nov. where 8 bodies were sent ashore for cremation, the harbour authorities refusing to permit them to be buried at sea. A list of 100 seriously sick was compiled and a request for their immediate removal to shore hospital was submitted, but twenty-one only were put ashore.
13. At Takow I was informed that accommodation was to be found for a further 400 Japanese troops and, in spite of all protests, the upper decks in all holds were cleared and the thousand odd P.O.W.s crammed down in the bottom of the holds and on the sand ballast in the space below the holds. The

"hospital" was also transferred to the bottom of the aft hold. All Japanese troops were provided with clean mats to sleep on. P.O.Ws. slept on the steel decks or the sand ballast.

14. On the 15th the "Singapore Maru" left Takow and the same day anchored off the Pescadores, where she remained until the 18th. A further seven were buried at sea the same evening. Two hundred bismuth tablets were then issued to Dr. Liddell, the R.A.F. doctor on board, by the Japanese Authorities.
15. Proceeding Northwards the weather worsened and the cold increased to the great discomfort of those, the majority, who were in possession of tropical clothing only, and no blankets. The deck latrines, damaged by heavy seas, leaked badly and sprayed infected excreta over the decks, while below decks, the hospital, being unable to cope with any more sick, sub-hospitals were established in each hold. Latrine buckets were set up in the holds but some were so weak by this time as to be unable to use them and defaecated in their mess tins or where they lay.
16. By the time the ship anchored off Moji on the 24th of November approximately 700 were suffering from some sort of sickness or other. On the 25th Nov. the ship went alongside and the Japanese troops disembarked. This left the stores unguarded and the same night they were raided by British personnel. An enquiry was instituted by the Japanese Military Police on discovery of the theft on the following day, but the urgent necessity to disembark appeared to cut these proceedings shorter than was expected. As Senior British Officer on board I was held responsible and threatened with shooting, while several officers were referred to as "uncivilised beasts" by the English-speaking Japanese Officer from Fukuoka, who was in charge of disembarkation. A hygiene squad came aboard and sealed all latrines and inserted a glass rod in the anus of each P.O.W. (a test for dysentery we were told), but did nothing for the 280 seriously sick who were left on the ship after thirty of the hospital sick had been taken ashore for treatment in Moji, and the remaining 677 mobile P.O.Ws disembarked for splitting up into groups for transport by open barge to Coal Mines in the vicinity.
17. Of the fate of the 280 who were left on board in the care of three Dutch doctors and six Medical Orderlies I am unable to give precise information, but have reason to believe that the majority succumbed within a few days. Further information in this connection should be available from Dr. Liddell of the R.A.F. who was himself evacuated to Moji hospital at that time.
18. The 677 mobile P.O.W.s after standing on the dock, in sub-zero temperatures, dressed in tropical kit, for several hours and without food were eventually split into one group of 170 and three

groups of 169 each. I was in charge of the group of 170 and proceeded to Fukuoka No. 7 Camp, Ube, where a further 17 died from the effects of the voyage. All suffered from scurvy for several weeks.

19. Summary

677 - Disembarked, Moji

63 - Buried at sea.

1 - Committed suicide.

21 - Removed to hospital, Formosa.

30 - Removed to hospital, Moji.

289 - Too ill to be removed from "Singapore Maru".

1081 (includes 3 Dutch doctors and 6 M.O.s)

20. SWORN by the said ERIC KENNETH SCOTT at 6 Spring Gardens in the City of Westminster this 19th day of January 1946.

EMERGENCY MEDICAL PARTIES

On November 29th, 1942, a Medical Party consisting of eight medical officers, one dental officer and approximately thirty medical orderlies left Zentsuji and proceeded by train to Moji. This party was under the command of Captain W. Lineberry, (MC), U.S.N

All personnel were of the U.S.N., except three medical officers - Captain J.F Akeroyd, A.A.F., Captain V. Bristow, A.I.F., and Surgeon Lieutenant S.E.L Stening, R.A.N.R

Arriving at Moji this large party was divided into three. The first party under the leadership of Captain Lineberry; the second under Lieutenant Commander T. Moe, (MC), U.S.N., and the third under Captain J.F. Akeroyd.

I was a member of Lieutenant Commander Moe's party which was composed of Lieutenant Commander Moe, myself and Lieutenant J.E.Eppley, (M.C.), U.S.N., as the doctors and eight corpsmen - Chief Pharmacist's mate I. Frontis, G.J. Shaw, PhM1c, A.P. Rowe, PhM1c, J.Young PhM1c, B.W. Berry, PhM3c, J.J. LaCasse, PhM3c, A.R. Wilkinson, PhM3c and W.W. Dunlap, HA1c.

The three parties were sent in different directions. Lieutenant Commander Moe's party proceeded to the dockside to a ship bearing the name "Singapore Maru" and which was flying the yellow flag

On the dockside beside the ship were stacked piles of rough coffins and beside these small groups of haggard, sick and disconsolate men

We were told that we had to shift the men still remaining at and in the ship to a small ferry and then to convey them to a hospital, well stocked with everything we were likely to require and then care for these men and restore them to health. We climbed up a very rickety ladder and

descended into the forward holds of the ship and there we were taken aback by the indescribably horrible scene which met our outraged eyes. The vessel was a cargo ship and had been employed to transport a thousand P.O.W. from Java and Singapore to Japan. They had been crowded into the holds from Singapore for more than a month and had come through heavy weather and extreme heat to the bitter chilling air of Japan. Many had been very seasick and all had been badly underfed. Food had been very limited indeed and the sanitary arrangements woefully inadequate. Some convalescent dysentery patients from a Java hospital had been sent at the last moment to make up a full draft and some of these patients had been included at the reshuffle at Singapore. These convalescents were, so I think, responsible for initiating an outbreak of dysentery on board. The first case appeared several days out from Singapore and the numbers gradually increased, until at the conclusion of the voyage there were very, very few who had not been affected.

The epidemic, plus the overcrowded insanitary conditions and the very low diet was responsible for something over 90 deaths before the ship even reached Japan.

It must be noted that the ship carried stocks of European type food, which may have been Red Cross food. This food was loaded at Singapore and was for the prisoners.

They were issued with practically none and had the mortification of seeing illiterate Japanese soldiers bring can after can on to the deck, open the can to see what was inside, maybe taste it and often throw the whole lot over the side because it was not to his fancy.

By the time Lieutenant Commander Moe's party arrived, all the fit prisoners and the majority of the patients had left or been removed from the ship. The remainder (to be our responsibility) were the very sick men in the ship and watching us with sad patient eyes on the dockside. None of these men had any winter clothing and many had no long trousers. Our party divested itself of our heavy overcoats and put them over the patients. Then after leading those men we found on the dock to the small junk which was to be our ferry, we proceeded to board the ship again.

Down into the forward hold once more and gazed upon a filthy odorous mass of rubbish, excreta, food, clothing, equipment amongst which we could see here and there a body which may or may not have been still living. Quickly we ran over the inmates of that forward hold. We found about four dead and two almost dead. The remainder were in varying stages of sick from moderately severe to hopeless cases. There was one man there who was not suffering from illness but solely from complete exhaustion. This man, single handed, had cared for, fed, comforted and nursed the sick men in that hold until he could do no

more. He had watched men die and had nursed some to near health again

This man, Gunner C.W. Peacock, R.A., had had no rest for three days and had to be assisted to the deck and to the junk

Well, the patients were finally sorted out and carried to the junk, those nearly dead had died, and all the bodies were neatly laid out in rows in some of the ample supply of coffins. Below deck there had been a Japanese Woman Doctor, who had been engaged in trying to identify the dead and the moribund, there were also some coolies who assisted us in carrying the patients up the three flights of companionway to the deck and thence to the junk. In the junk the men were all placed on the hatchway and around it and exposed to the biting cold. There was no way of avoiding this however

The junk cast off after we had carried the last patient and left the coolies to loot the filthy holds. The junk fouled its mooring wire and was held up for nearly an hour before sailing across the water to the Shimoneski side to a disused quarantine station which, we were told, was our hospital. In that junk were some 56 men from Java and Singapore. We transhipped them at the Quarantine Station and carried them into the main room, which was prepared to receive them. Mats (Tatamis) covered the floor and five blankets were stacked at intervals around

The two other parties went to do the same type of work on patients from the same ship who had been unloaded some days previously. Captain Lineberry's party went to Kokoura Army Hospital where a section had been set aside for this purpose

Captain Aderoyd's party went to an empty Y.M.C.A. building in Moji and found nearly 300 patients awaiting him

These two parties spent the entire time before their return to Zentsuji at these same stations, while Lieutenant Commander Moe's party proceeded to Nagasaki at a later date and cared for patients in emergencies of lesser degree in two camps there

Statement of Surg Lt. S.E.L. Stening Surg Lieut Samuel Edward Lees Stenning RANVR Navy Dept Melbourne Original File Copy J-10 17 Sep 45.