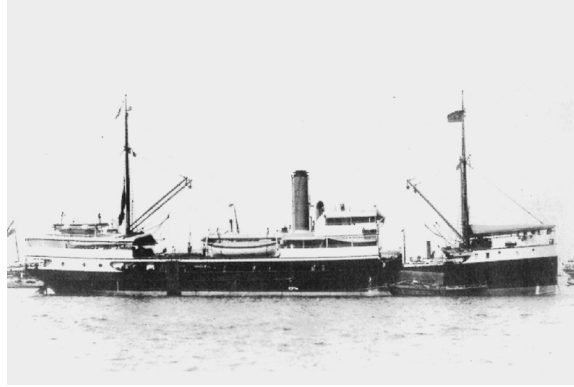


"H.M.S. Scott Harley"
(Formerly the "S.S. de Haan")

- **Left Singapore 12th February 1942 for Batavia**
[Version 4.2.0, dated 1 November 2016]



There are well documented accounts of some of the ships that fled the chaos of Singapore as the Japanese troops were advancing across that small island in the final days before its surrender – these include the tragic stories of the “HMS. Giang Bee”, “HMS. Kuala” and the “SS. Vyner Brooke”, which group formed the tail end of the last, long and bedraggled ‘convoy’ out of Singapore and left on the night of 13 February 1942.

The previous day, the large passenger ship “SS. Empire Star” left at dawn with a convoy that is variously described as ranging from six to thirty two vessels. Other vessels mentioned as being in the “Empire Star” convoy are “Gorgon”, “Yoma”, “Delamore”, Jalibahar /Jalibar”, “Jalakrishna /Jalikrishna” and “Li Sang/Lee Sang”. This convoy was apparently accompanied by the light cruiser HMS “Durham”, HMS “Stronghold” and possibly the HMS “Kedah”.

No published accounts, however, seem to record the fact that at dawn that day the Royal Navy requisitioned auxiliary minesweeper **HMS “Scott Harley”**, quite a small and old vessel compared to most of the others in the ‘convoy’, also departed and was remarkably one of the few ships leaving at that time which successfully reached the safety of Batavia (now Jakarta).

Some authors have estimated that only five or six of the approximately 45 ships (i.e. not including small craft such as junks and launches) that left Singapore during 11 – 13 Feb 1942 actually made it to safety and that only about one in four evacuees/escapes during the last week before the surrender reached sanctuary.

Captain David Nelson, SSVF, in his book ‘The Story of Changi’ and a key person in the Bureau of Record and Enquiry set up in Changi POW camp at the start of POW incarceration states “...almost every vessel which left Singapore on or after Thursday 12th February 1942, as well as many which left earlier, had been either sunk or captured with heavy loss of life...”.

The family recollections of the researcher of this memorial document include the statement that eight out of the thirty two in the convoy mentioned above safely made it to Batavia, but this cannot be proven.

The **“HMS Scott Harley”** was a merchant vessel of 620 tons and built in 1913 by ‘Wilton’s Scheepsbouw. & Machine Fabr.’, Amsterdam and was originally owned by the Dutch Shipping Line, KPM., and named the “Singaradja” ; but in 1935 it was sold to Heap Eng Moh Steam Ship Co., Singapore and named the “Scott

Harley" (source : "The Ships List") ; there had been a much older (built 1891 and 136 tons) ship named the "Scott Harley" in the Heap Eng Moh fleet which had traded between Singapore and Tarempa (Riau Islands) but this appears to have been scrapped in 1936 and the name transferred to the newly purchased KPM ship. At the outbreak of war the "SS. Scott Harley" was requisitioned by the British Government, and converted into a minesweeper which carried depth charges. It then became an "HMS" ship.

In February 1942 it was under the command of Captain John Rennie, R. N. R.

It prepared to leave Singapore on the night 12 February 1942, only three days before the Surrender to the Japanese, whilst Singapore city and the docks were under almost constant shelling and bombing and Singapore Island had become a city of desolation and carnage.

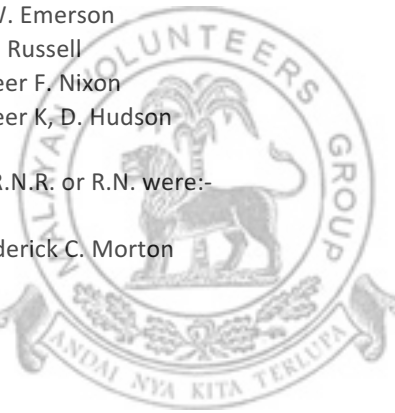
Of the approximately 45 or more little ships which left Singapore during these last few days, the "HMS. Scott Harley" was one of the incredibly lucky few ships which, although damaged and taking in water, made it safely to Batavia. It appears that all the other ships in the convoy were much faster and soon left the "Scott Harley" behind to travel on its own.

In a report to the Malayan Research Bureau in Sydney, NSW, Australia, in 1943 Captain Rennie recorded that the Officers of the "Scott Harley" leaving Singapore were;

- Chief Officer R. W. Emerson
- Chief Engineer D. Russell
- Additional Engineer F. Nixon
- Additional Engineer K, D. Hudson

The European ratings from either R.N.R. or R.N. were:-

- Petty Officer Frederick C. Morton
- A.B. J.J. Murphy
- A.B. H. Lundrigan
- A.B. T. Cubbon
- O.S. H. Wood
- O. S. J. Allen
- O.S. S. Higgins
- O.S. W. Elson
- O.S. R. Wright



For those seeking the fate of some of these men, Captain Rennie also importantly records "...these may all have been on the "Scott Harley" at the time she was sunk..." which refers to the later departure of the ship from Batavia after safely unloading its passengers there. It is known that many of the ABs and Ordinary Seamen on board had been on the "HMS Repulse" and the "HMS Prince of Wales" which had been sunk some weeks earlier.

Keith Williams, who was a ten year old boy on this voyage in confirmation of this fact recalls that, in addition to his own family, they were accompanied by a Sub. Lt. Miller and eight Royal Navy ratings. The majority of the ratings were from the ill-fated battleship "HMS. Prince of Wales", plus a few from the cruiser "HMS. Repulse", which had also been sunk on the same day as the iconic "HMS. Prince of Wales" .

Keith Williams also recalls that the ship was 'moored' (presumably to one of the SHB permanent mooring buoys) rather than at anchor in Singapore Harbour. All the local (most likely Malay or Indonesian) crew had been sent ashore or had left the ship.

According to Captain Rennie he had on board 170 women and children and 30 men (CO 980/217, MRB Report No. 111) and he recorded that his voyage was satisfactory until leaving the Banka Straits on Saturday morning the 14th; he was bombed at 8.00am by nine planes and at 11.00am by 15 planes.

The account of passenger Mrs. J. Sharpe-Elliott clarifies this number of passengers to the effect that there were "...70 European women and children and 100 Asiatics...".

Amongst the 170 civilian women and children on board there is a diary record by one passenger, Mrs. Annie Clark, which gives some insight into the experiences of this group during their escape from Singapore. They had a dangerous and nerve wracking voyage with attacks by the Japanese, but with the benefit of hindsight and research it can now be understood that - in comparison to the fate of almost 90 percent of the other women and children on ships which left Singapore in the week before it fell and were bombed, machine gunned and sunk by Japanese planes and warships and the passengers subsequently killed or interned - the women, children and men on the "Scott Harley" had a relatively unharmed voyage;

"...Feb .11th. Called at P & O office at 11 a.m. to again try and get a ship, the Judge and Senior Police officers who held our destinies in their hands stated "there are no vessels leaving today", so back to shelter at the Adelphi hotel which had just been hit by a shell, fortunately it was a dud, while there we heard a whisper the SS "Lee Sang" was to sail; for India in the afternoon, we dashed back again to ask for a passage and again the same old cry "no ship today". I wonder how many lives were lost through the ignorance of shipping of those two officials. My husband knew the Lee Sang's agents and so we went to Boustead's office, Mr. P.R. can never be thanked enough for his kindness he gave me a passage at once, but I must be on Clifford Pier by 3 p.m. I was there alright, so were others making up a party of 14 women, we were to go off to the roadstead in one of the Marine Police launches, minutes passed into hours but no police launch. Inspector J.C. was frantic, he wanted to get us away quickly, the bombers were coming over about every fifteen minutes and gunning the waterfront, when we heard the power dive of the planes, we dived to under some stacks of timber. None of us ever saw the police launch, it afterwards transpired that G., W., and B. three police men had commandeered it for their own escape. At 5.30 pm. It appeared as if we were to be disappointed, but a young RNVR. Lieut. in charge of a tender heard our story and he wasn't going to the "Lee Sang" but he would try and make a stab at finding her, some of our party had given up hope and returned to the city, we were travelling light, one suitcase and an attaché case, but the R. Corporal of Military Police would not allow us to take our suitcase, only attaché case, therefore very few of us had any other clothes besides which we stood up in, those men could stop women taking a few clothes away, but made no attempt to stop looting a hundred yards away on Collyer Quay. So with a farewell wave, my husband and I parted, all my men folk left behind, husband, son (killed in battle a few days later) and my son-in-law, two prisoners for three and a half years, we wanted to howl, but it is at times like these that one must keep a stiff upper lip. We steamed round Singapore looking for the "Lee Sang", but there was no sign of her, she had sailed, we felt very down hearted, thinking our last chance of escape had gone, Singapore looked dreadful, fires blazing from Keppel harbour and Tanjong Pagir right along the waterfront to Tanjong RHU. Pulo Samboe and Pulo Bukom, huge oil installations, blazing and exploding, while a heavy black cloud hung overhead, smoke from the fire. That young Naval Lieut. steamed around the harbour hailing ships in the darkness, asking to take his few women passengers from him, apparently they could not take any more on board, all refused, but at about midnight he hailed the tiny Scott Harley, aux. minesweeper, the captain replied that he would take us, but he did not have any food aboard and was short of drinking water and so we transferred to this crowded little craft and found we now made up the number to 174 passengers on board.

Feb. 12th. At daybreak we sailed for Java and could now see for the first time the little cargo ship we had boarded. The Scott Harley was a vessel of about 250 tons and a ripe old age, slow and coal burning, our smoke must have been visible for miles around, as said before, there was shortage of drinking water, the first day my only beverage was a bottle of cider given me by a sailor. Thank God those R. N. sailors, survivors of the Prince of Wales and Repulse were on board. As usual the Navy man came to light with his "make do", they scrounged cocoa, tinned soup and tinned sausages, but could not conjure up any bread or biscuits, by using water (a bit oily) from the condenser and hotwell in the engine room, they served us with soup stew and cocoa. I shared my only food utensil, a fifty cigarette tin, with two other women. We never learned the names of those heroes.

Feb. 13th. When daylight came we were a bedraggled looking crowd, two heavy tropical downpours during the night soaked us and the soot and ashes from the funnel made us look like sweeps. We cannot see any sign of the ships which left Singapore yesterday; they must have gone another route. The sun is beating down on us; some of the children are feeling the effects of heat food and privations. A shower cooled things down a bit, but also soaked us; there is no fresh water or washing facilities and only one convenience for all these passengers. Sitting and lying on the deck day and night is dreadfully fatiguing.

Feb. 14th. About 8.30 a.m. we sighted three planes overhead and thought they were British, but soon found our mistake, they were Jap bombers, in line they dived at us and unloaded their bombs, we were not actually hit in this first raid. Two hours later another three found us and again bombed us, very near misses this time and part of the decking which was our only bit of shelter was damaged and splintered wood was hanging down precariously. It was an awful feeling knowing that we were the target but we have a lot to thank the Captain for the way he zig zagged to try and dodge the bombs. About an hour later we saw a stranded tugboat crowded with British and Australian soldiers, but we were so overcrowded that the Captain could not give them any assistance. Two hours later another three bombers attacked us, one very near miss made the little boat shudder and split some of the plates on the left side of the ship, also a fire was started down below but the men worked hard and soon had it under control. From then on the ship was listing badly. One of the officers told us not to be frightened if we heard some loud noises, they were going to dump some things over the side, the R. N. men got to work smartly dumping large steel drums which turned out to be depth charges, 300 lbs of TNT but no detonators in them, those lads were quite cheerful doing their dangerous job, they certainly were a comfort to us all. The Captain was very worried having so many women on board and as these raids were continuing he wondered if he would beach the ship on the coast of Sumatra, but decided to go ahead and make for Batavia, we were due there the following morning. That night my companion took the opportunity of washing her only frock in a bucket of salt water, she hung it on the rails to dry but in the morning discovered it had blown away, however, one of the other women had a spare frock and gave it to her.

Feb. 15th. We were all pretty well spent with thirst, hunger and anxiety when Lieut. H. of S.S.R.N.V.R. cheered us up by informing us that with luck we would be in Batavia about noon, we arrived there on time, but had a little difficulty with Dutch officials about landing, as we did not have proper disembarkation papers. Lieut. H. and Mr. W. of Singapore took matters into their own hands and got us ashore. We were then herded onto buses and put on board a Dutch liner preparing to leave for India, she already had on board over 900 people, a few hours later we heard that Singapore had fallen and later learned that an hour after we left the Scott Harley she sank alongside the Batavia wharf with her white ensign flying."

The fact that the bombing took place between 0830 hrs and 1000hrs on the morning of the 14 February allows us to calculate that the ship would have just been leaving the notorious Banka Straits at this time - so travelled the equivalent of 'bomb alley' during the night of the 13 February - and this fact must have saved the ship from being noticed by the powerful Japanese warships patrolling the Straits for escaping ships. By later in the morning of the 14 February the ship was entering waters possibly not yet controlled

by Japanese warships or aircraft. It seems that it might have been Captain Rennie's disregard for official orders - i.e. to hove to and anchor near land/ islands by day - that might have saved the passengers from the 'slower journey in faster ships' that defined the fate of many escape ships seeking daylight safety by land each day.

The account by passenger Mrs. W. F. Fitzpatrick confirms the bombing - actually blowing in some of the doors in or on the ship's side and notes that they arrived at Batavia late on the 14th February, but did not enter the harbour until Sunday morning the 15th and tied up at 2 p. m on the 15th.

Keith Williams recalls that during the voyage the ship was attacked by an older style 'bi-plane' torpedo bomber and, whilst the torpedo missed, the Japanese pilot leaned out of his cockpit and waved at the passengers on the ship as he flew directly over head. The pilot returned to attack the ship again two or three hours later but missed again - probably because Captain Rennie was showing great skill in 'zig-zagging' his ship to avoid bombs. *[To the researcher this may indicate that this particular pilot may have never intended his torpedo to hit a small, slow ship crowded with 170 women and children, which would have been obvious to any low level plane like a torpedo bomber].*

The torpedo bomber appears to have been a Yokosuka B4Y1 which was used off land strips as well as carrier based - this emphasizes just how lucky the Scott Harley" was within a convoy where the vast majority of ships were sunk. If the 800 lb torpedo had struck the small elderly ship it is unlikely that there would have not have been many survivors - to elude two torpedoes and the many bombs which also fell around it is bordering on a miracle!



[The photo of the Yokosuka B4Y1 above shows it carrying a load of bombs rather than a torpedo - it was able to carry either.]

Keith adds that the ship was badly listing on arrival in Batavia and the Dutch Navy refused to allow her into the harbour in case she sunk and blocked the shipping lanes.

All this indicates that the old "Scott Harley" had travelled the approximately 500 nautical miles between Singapore and Batavia in some 78 hours – which means it must have achieved just over 6 knots average speed! The fact that Captain Rennie avoided the Japanese bombers and torpedo bombers is a real tribute to his ship handling skills – and reinforces just how very, very lucky the passengers of the "Scott Harley" were to escape the fate of such ships as the "SS. Vyner Brooke", "HMS Giang Bee", "SS. Kuala", "SS. Tandjong Pinang" and "SS. Redang" which were all sunk in the same general area during the same few days.

At Batavia the British India ship "Yoma" took the Chinese and Malayan passengers who had been on the "Scott Harley" and the European passengers left Batavia on the "Plancius" (CO 980/217 MRB, Report No. 111). A Russian mother and daughter went on the "Yoma".

Captain Rennie left the "Scott Harley" at Batavia and on 28 February went to Tjilichap by rail with a naval draft of about 40 men – arriving 1 March. They joined the "Zandamm", which had earlier picked up men from the port of Padang on the west coast of Sumatra, and left that night arriving Freemantle 7 March. In 1943 he was second officer on the "Giang Ann".

In his official statement (CO980/217) Captain Rennie says that an unnamed RNVR Officer went on board to take charge. The Chief Engineer's name was D. Russell and the ship "...sailed from Batavia on 27 February with three little minesweepers bound for Freemantle. The only crew she had on board were men from the "Prince of Wales" and the "Repulse". She left at 2 p.m. He saw her being bombed outside the breakwater but she was not hit. He heard she got as far as the Sunda Straits and was sunk by cruisers. Also the minesweepers were sunk too. This was from a Japanese radio report. No other news of her or survivors..."

So the HMS "Scott Harley" did not sink at its moorings as Annie Clark heard as she was boarding the ship for India, but was in fact sunk during a disastrous naval engagement - on either the 1/2/3 March 1942 (depending upon which naval history account is used) somewhere South/South East of Tjilatjap - with the Imperial Japanese Navy ships "Nowaki" (a cruiser), and the destroyers "Takao" and "Arashi". It seems most likely it was the "Arashi" that sunk HMS "Scott Harley" on 1st March 1942.

The book "The Allied Defense of the Malay Barrier, 1941-42" by Tom Womack states "... At about the same time [on 1st March] 'Arashi' and 'Nowaki' also sank the 620 ton auxiliary minesweeper 'HMS. Scott Harley'It does not appear that there were any survivors from the 'Scott Harley'. None were picked up by the Japanese or other Allied ships ...".

Other sources claim that it was sunk by surface craft on 3rd March 1942 in the Indian Ocean south of Java.

The source "The Ships List" also records the "Scott Harley" as being sunk at this time by the Japanese submarine I-3, which is also very possible but not recorded in the list of Japanese sinkings in the relatively reliable source "Axis Submarine Successes of World War Two" by Jurgen Rohwer.

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Passengers and Crew:

(Note; Captain Rennie appears to have deposited a list of Passengers with the Malayan Research Bureau in 1943 – it would be appreciated if anyone locating this list, which may be in the UK archives , would copy it to the researcher of this document)

- **ALLEN** – Ordinary Seaman J. Allen, RNR or RN. (CO 980 /217, MRB Report No. 111)
- **ASHE** – Mr. Michael Ashe was recorded by Mrs. Fitzpatrick © 980/217 , MRB report No 108)
- **BRADDELL** – Mr. Roland Braddell was recorded by Mrs. Fitzpatrick as on board (CO 980/217, MRB report No. 108); Mr. Braddell was seen at Clifford Pier by Mrs. Sharpe-Elliott (CO 980 /217, MRB report No. 90);
- **BRASH** – Miss Linda Brash was recorded by Mrs. Fitzpatrick (C) 980 /217 , MRB report No. 108
- **CLARK** – Mrs. Annie Clark ; “...Mrs. Clarke(sic) ,whose husband saw her off and whose son was a volunteer ...” was recorded by Mrs. Fitzpatrick (CO 980/217, MRB Report No 108); Mrs. Annie Clark, whose husband Norman ‘Nobby’ Clark had been an engineer at the Government Rice Mills in Singapore and who was interned in Changi and then Sime Road Camps, boarded the “SS. Plancius” with many other women from the “Scott Harley’ she then travelled to Bombay, then on the “Johann De Witt” to Freemantle, Melbourne, Sydney (where she was on a ship leaving as the midget submarines attacked ships in Sydney Harbour) before finally reaching home in Dunedin, New Zealand in May 1942.
- **CUBBON** – Able Seaman T. Cubbon, RNR or RN. (CO 980/217, MRB Report No. 111)
- **ELLIOTT** – Mrs. Elliott was recorded by Mrs. Fitzpatrick (CO 980/217, MRB report No. 108)
- **ELSON** – Ordinary Seaman W. Elson, RNR or RN .(CO 980/217, MRB report No. 111)
- **EMERSON** – Chief Officer R. W. Emerson as reported by Captain Rennie (CO 980 /217 , MRB Report No. 111); probably the same person as ‘Master Mariner R. W. Emerson aged 52 years in 1953 who arrived in London on the ‘Glenroy’ with Mrs. D.W. Emerson (aged 51 years) and gave their address as c/- Mercantile Bank of India and their place of residence as Malaya (Ancestry passenger lists); also probably the same person as Captain Ralph Emerson aged 55 years in 1954 who was Captain of the SHB tug ‘Pitho’ and was at that time also Assistant Wharf Superintendent at SHB (Singapore newspaper archives)

- **FITZPATRICK** – Joyce Fitzpatrick (CO 980/217. MRB Report No .111); Mrs. W. F. Fitzpatrick made a report to the Malayan Research Bureau in Sydney, NSW. Her husband Mr. W. F. Fitzpatrick worked for Cold Storage. On the 11th February Mrs. Fitzpatrick had obtained a ‘chit’ from the Bousteads office to board a ship named the “Lee sang” (sic “Li Sang”) as had others who eventually boarded the “SH”. She left from Clifford Pier on a launch full of women and children at 5.00pm on 11th February but they could not find the “Lee Sang” and were refused boarding by other ships. They went to the “SH” and Captain Rennie allowed them to board – he had 110 women and 10 men on board at that stage .She recorded that they were bombed at 8.00am in the morning of the 14th by two planes and by nine planes at 11.00am.A near miss blew in some of the doors on the ships side.. They reached Batavia at 2.00pm on the 15th February. Mrs. Fitzpatrick left by the “Plancius” for Bombay where she stayed for nine days and came to Australia by the “Johann de Witt”(CO 980/217, MRB Report No. 108)
- **HIGGINS** – Ordinary Seaman S. Higgins. RNR or RN. (CO 980.217, MRB Report No. 111)
- **HUDSON** – Engineer K. D. Hudson (CO 980/217, MRB report No. 111); Lt. K.D. Hudson.
- **LUNDRIGAN** – Able Seaman H. Lundrigan, RNR or RN. (CO 980/217. MRB report No 111)
- **MARTIN** – Eliza Martin (CO 980/217, MRB Report No.111); Mrs. Eric Martin was recorded by Mrs. Fitzpatrick (CO 980 /217, MRB report No. 108)
- **MILES** – Mrs. Kathleen Miles (nee Silberman) of Singapore, wife of Captain Harry Miles, Commodore of the Far Eastern tanker fleet of the Asiatic Petroleum Co (the Shell Oil Co). She had ‘walked out of Russia’ around 1900-1905 during the early part of the Revolution and had reached safety in Shanghai where she married Captain Miles. They moved to Singapore about 1908. She had boarded the “Scott Harley” with her daughter Mrs. Ruth Williams and her grandchildren. (Grandson Keith Williams of central Coast. Australia 2012)
- **MILLER** – Lt Miller, ex “HMS repulse” had been billeted with the Williams family in Singapore with eight other men from that ship.
- **MILLER** – Enid Miller (CO 980/217, MRB Report No. 111); Mrs. Miller was recorded by Mrs. Fitzpatrick (CO 980/217, MRB report No. 108); Enid Miller was the wife of C.H. Miller, Intelligence Corps, 2nd Battalion ,FMSVF (Jonathan Moffatt database of ‘Malayans’)
- **MORTON** – Petty Officer Frederick C. Morton (RNR or RN0 9CO 980/217, MRB report No 111)
- **MURPHY** – Able Seaman J. J. Murphy, RNR or RN. (CO 980/217, MRB Report No. 111)
- **NIXON** – Engineer F. Nixon (C) 980/217 , MRB report No. 111)
- **PEDDELL** – Mr. Alexander Francis Peddell, born 1904 at Portsmouth, Hampshire, and an electrical engineer in charge of the floating dock electrical station at the RN Dockyard, Sembawan /Keppel, Singapore was on board with his wife and two small sons. He had been required to remain until late in the piece to help the Army destroy the floating dock.. The family stayed a couple of nights at a hotel in Batavia before boarding the “SS. Plancius’ with other European passengers. They all reached Colombo where Alexander Peddell went to work at the RN Dockyard in Ceylon – possibly at Tricomolee. (email correspondence with Alan Peddell, August 2013)

- **PEDDELL** – Mrs. Helen Edwidge Peddell (nee Viera), born Shanghai 1910 of Portuguese nationality. Helen had married Alexander in Singapore and she also worked in a shop in Serangoon Road. (email correspondence with Alan Peddell , august 2013)
- **PEDDELL** – Alan Patrick Peddell – born 1938 in Singapore (aged 4 years) (email correspondence with Alan Peddell, August 2013)
- **PEDDELL** – Peter Colin Peddell, born Singapore 1939 (aged 3 years) (email correspondence with Alan Peddell, August 2013).
- **PERY** – Mr. Pery was recorded by Mrs. Fitzpatrick (CO 980/217, MRB Report No. 108)
- **PERY** – Mrs. Pery was recorded by Mrs. Fitzpatrick (CO 980.217. MRB. Report No. 108)
- **RENNIE** – Captain John Rennie, RNR. ; was captain of the “SH”. He showed great initiative and skill in maneuvering his ship under bombardment on two occasions. A letter of gratitude signed by some of the passengers upon reaching Batavia states” ...never can we repay you for all you have done for us...”.Capt. Rennie left the “SH” at Batavia and stood by in the “S.S. Anking”. He left on the 28th from Batavia to Tjilichap by rail with a naval draft of about 40 men – arriving March the 1st.They joined the “Zandaam” and sailed that night arriving Freemantle 7th March.(CO 980 /217 MRB Report No. 111); probably the same person as John Rennie aged 65 years in 1951 who arrived in Singapore on the ‘Chusan’ on 1.6.51 (Ancestry passenger lists); also probably John Rennie who died aged 66 years in December 1951 with the address of 43 Cortsway, Greasley Upton, Wirral, Cheshire (Ancestry deaths records)
- **RHODES** – Nessie Rhodes (CO 980/217, MRB Report No. 111); Mrs. Dusty Rhodes of Kuala Lumpur was recorded by Mrs. Fitzpatrick. (CO 980/217 ,MRB report No. 108)
- **RUSSELL** – Chief Engineer was D. Russell according to Captain Rennie – the Chief Engineer remained on board when the “SH” left for its final mission into disastrous battle with the Japanese Navy in the Sunda Straits (CO 980/217, MRB Report No. 111)
- **SCHARFF** – Doctor J. W. Scharff, also expressed the gratitude of his family to Captain Rennie (CO 980/217 MRB report .No 111); also “...*Most had to leave all their luggage behind although Dr. Scarfe (sic) got on with 14 suitcases...*”, record by Mrs. Sharpe-Elliott (CO 980/217, MRB report No 90); Dr John ‘Jack’ William Scharff, listed as from the National Museum Dublin, first visited Singapore in 1914 (with his father / and possibly his mother or wife since there was a Mrs. Scharff in the group) on the ‘Montero’ with a group from the British Assn visiting the Straits Branch, Royal Asiatic Society (ST. 5.8.14). In 1920 he returned to join the Malayan Medical service and that year shows him located at Tampin advertising for a ‘dresser ‘for Gan Kan Estate (SFPMA 27.2.20). Interestingly that year his first wife, Kathleen Dorothy W. Scharff, is admitted to the King Edward VII Medical School – with exemption from any entrance examination (ST.27.5.20).Dr and Mrs. Scharff soon were involved in the establishment circles of Singapore with attendance at dinners at Government House. He became Secretary and Treasurer of the British Malaya Assn., - Malaya Branch in 1921 and within a few years was also involved in the Natural History Society and playing frequent tennis. By 1923 he was also the Secretary of the Far East Association of Tropical Medicine. He became very involved in the study of mosquitoes and anti- malarial work particularly in rural districts. In 1924 his marriage failed and he divorced his first wife. In 1925 he was appointed Medical Officer Straits Settlements and that year arrived in Singapore with his second wife, Kathleen Ester (nee Burn) to take up the post of Medical Officer, Malacca and the same year enlisted in the Malacca Volunteer Corps as a 2nd Lt. and the Captain in charge of the Field Ambulance Corps. That year saw the visit to Malaya of his mother – in - law

Lady Burn and sister in law, Miss Burn. In 1926 he moved to become Medical Officer, Singapore and becomes prominent again in the field of mosquitoes and malaria - with more invitations to dinner at Government house. In 1928 he became Rural Health Officer, Singapore and is promoted to Lt, SSVF. But he must have had a forewarning of a shift to Penang because in that year he had acquired a residence at 'Babington', 10 Barrack Road, Penang which was used to host a wedding reception for a friend and in 1929 he was appointed Senior Health Officer, Penang. The following year he was appointed as Chief Health Officer, Singapore but for whatever reason he did not actually take up that appointment until 1935. Dr and Mrs. Scharff had another daughter in 1930 (there was a son Robert who would have been born in 1926 but must have been at school in the UK at the time of the evacuation) and then a son (presumably Thomas – see below) in 1937 (SFPMA 6.1.37). In 1937 he was promoted to Major in the SSVF. Anti malarial work was to become something he was renowned for (Tom Scharff emails November 2016). The 'British Malaya' journal of 1945 reported " ... Dr J.W. Scharff, late of Singapore, is now a colonel in the RAMC and is working as Military Medical Adviser to Lord Louis Mountbatten in Ceylon ...".

- **SCHARFF**- Mrs. Scharff (CO 980/217 MRB Reports No. 111 and 90); Mrs. Kathleen Ester Scharff wife of Doctor Jack W Scharff. She was the daughter of Sir Joseph Burn, KBE and Lady Burn of 'Rydal Mount', Potters Bar, Middlesex. Kathleen appears to have suffered great stress in the attack on Singapore and the escape by ship because she spent many years in hospital in the UK after the war.
- **SCHARFF** – Miss Elizabeth Scharff (CO 980/217 MRB reports No 111 and 90) – a near teenager born in 1929.
- **SCHARFF** – Miss Jopin [sic] Scharff (CO 980/217, MRB Reports No. 111 and 90) – Jopine was a near teenager born in 1931.
- **SCHARFF** – Master Thomas Scharff a young son (CO 980/217, MRB reports No. 111 and 90) aged 5 years (born in 1937) Thomas has a clear recollection of the voyage (emails with Tom Scharff October 2016)
- **SCHARFF** – Master Scharff, another young son (CO 980/217, MRB reports No. 111 and 90); Richard Scharff (born in November 1939) aged 2 years.
- **SINCLAIR** – Winifred Sinclair (CO 980/217, MRB report No. 111)
- **SHARPE - ELLIOTT** – Mrs. J. Sharpe – Elliott was a canteen worker at the MAS and her husband was an Engineer at the Naval Docks in Singapore; on 11 February she was still working at the Kandang Kerbau Hospital canteen and the last remaining European woman volunteer at the Hospital – all other European women were Doctors and Nurses. At 11.30 her husband called her and told her that they did not expect to hold out for another 36 hours. In the event of capitulation their passages had been booked on the "Frankfort" sailing at 4.00pm....At 4.00pm their ship was cancelled and they went home...at 9.00am on the 11th word came out that all evacuation had ceased because reinforcements were expected and that they could hold out... they were ordered out of their house at mid-day by the troops as they were machine gunning across River Valley Road, and were told that the Japanese were infiltrating through Nathan Road. They cut through by Oxley Road...They got down to Clifford Pier...Mrs. Elliott was told that she would have to go alone as Mr. Elliott still had work to do and she was put on a launch. ...They cruised around for some time...as all the ships refused to take them as they had no food on board and considered it suicidal...Captain Rennie ...eventually took them ...at 6.30 am 43 Zeros came over and the ship was hit by a blast and incendiaries. All their depth charges were thrown over

board... they reached Batavia on the 19th and were transferred direct to the “Plancius”. They left Batavia on the 21st and reached Colombo...” (CO 980/217 , MRB Report No. 90)

- **WILLIAMS** – Mrs. Ruth Naomi Williams (born 28.1.10) of 3 Chatsworth Avenue, Singapore and the widow of Cyril Wilfred Williams (electrical engineer) boarded with her mother Mrs. Kathleen Miles and also her two children, Keith (aged ten years) and Beverly (aged approximately two years), they later went to India and South Africa where they spent the duration of the War. They had boarded with the assistance of or at the instigation of Lt Miller, a survivor of “HMS Repulse” and who had been billeted at the Williams’ home with eight other men from “HMS Repulse” (son Keith Williams of Central Coast, Australia 2012).
- **WILLIAMS** – Keith Michael Williams (born 29.3.32) son of Mrs. Ruth Williams (above) (Keith Williams of Central Coast , Australia 2012)
- **WILLIAMS** – Beverley Jane Williams (born circa 1939), daughter of Mrs. Ruth Williams above (Keith Williams , Central Coast, Australia 2012)
- **WINCHESTER** – Joan Winchester (CO 980/217, MRB report No. 111); Joan Winchester arrived on the “Brittanic” in Bristol on 10.11.42 from St. John , new Brunswick, Canada after earlier leaving Bombay, her address in the UK was to be ‘The Old Parsonage’, East Dean, Eastbourne and she was stated to have travelled from Malaya (ancestry passenger lists; she appear to have been **Mrs. Joan Cawley Winchester** born c 1910 and the wife of James W. Winchester a planter with Harrison & Crossfield of London; post War ; she appears in passenger lists for the “Mauretania” (arr, Singapore from Liverpool 25.6.45)when her address is shown as 15 Russell Road, Kensington W.14 ; and then from Hong Kong to London on the ‘Canton’ in 1948; then on the “Willem Ruys” in 1951.It appears that she died at Bristol, Gloucestershire in 1965 aged 50 years of age.
- **WOOD** – Ordinary Seaman H. Wood, RNR or RN. (CO 980/217, MRB Report No. 111)
- **WRIGHT** – Ordinary Seaman R. Wright, RNR or RN. (CO 980/217, MRB Report No. 111)

Unidentified passengers include;

- “...A Russian mother and her daughter who left Batavia on the “Yoma”. The daughter had a hairdressing shop in Raffles Hotel, Singapore...” (CO 980/217, MRB Report No. 111). This may be Mrs. Kathleen Miles and her daughter Mrs. Ruth Williams – researchers’ note.
- “...A lady on board who described herself as Secretary to the Governor , she was about 35 years of age and certainly 16 stone ...”(CO 980/217, MRB Report No. 111); “...a Naval policeman ...” (CO. 980/217, MRB report No. 108)
- “...Lieut. H and Mr. W. from Singapore...” (Annie Clark record) – the first of these could have been Lt K.D. Hudson mentioned above.