

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

British National Office Charge No:-

United Nations War Crimes Commission Reference:-

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

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

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

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

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

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

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

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

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

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

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

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

S W O R N at Chester in the
 County of Chester this sixth
 day of March 1946.)

G. C. HAMILTON

Before me,
 (Sgd)
 Major, Legal Staff,
 Military Department,
 Judge Advocate General's Office.

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ジヨフリイ カゾー ハミルトン

「チエスター」州「ハル」「サウスダウンス」ロ
ード「ハートフォード」ニ任所ヲ有スルロイヤ
ルスコット擧隊第二大隊ノジヨフリイ、カゾーハ
ミルトン中尉ハ軍管シ次ノ如ク稟述致シマス。

一、私ハ一九四一年十二月二十五日香港ニ於テ日
本軍ノ爲ニ俘虜トナリ、一九四二年九月迄二
月「シヤムスイポート」「アーデル」街ノ俘
虜收容所ニ拘留サレテキマシタ。

二、一九四二年九月二十五日香港ニ於ケル俘虜ノ
第二回目ノ越獄ト共ニ日本汽船「リスボン」
丸ニ乗船サセラレマシタ。俘虜達ハ「ワダ」
中尉ト云フ日本人ノ軍管下ニアリマシタ。
彼ハ一、八一六名ノ士重ト以備將校ヲ香港カ
ラ日本へ輸送スルトコロデアリマシタ。

三、俘虜ハ三ツノ船達ニ收容サレマシタ。
英國海軍ハ船首ニアル第一船達ニ、「ロイヤ
ルスコット」擧隊ノ第二大隊ト「ミドルセ
ツクス」擧隊ノ第一大隊ト他ノ小部隊ハ船橋
ノ前部ニアル第二船達ニ、他ノ俘虜一主ニ英
國砲兵デアルガ「ハ」ノ第三船達ニ收容サレ
マシタ。私ハ第二船達ニ居リマシタ。

★

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丁度ソノ船ニハ母國へ歸還途上ノ約二千名程ノ日本軍隊モ乘リ合セテキマシタ。第二船倉デハ、皆方同時ニ濱ニナルダケノ充分ナ餘地ガ無カツタノデ各部隊ハ別々ノ場所ニ寝ル準備ヲ自分達ノ手デ仕込テマシタ。船中ノ食事ハ俘虜ノ標準カラスレバ充分ナモノデシタ。朝ハ米ト茶デアリ晚ハ米ト牛肉ノ他詰ノ四分ノ一トスプーン一杯ノ野菜ガツキマシタ。水ハ充分飲ム事ガ許サレテキマシタガ洗フ爲ニハ一滴モ支給サレマセンデシタ。俘虜ハ或ル指定サレタ時間ニ新鮮ナ空氣ヲ吸フ爲メニ甲板ニ出ル事ガ許サレテキマシタ。便所ハ甲板ニアリ其處マデ上ツテ行キ列ラ作ツテ順番ヲ待テマシタ。

四、一九四二年十月一日ノ午前七時頃、朝ノ點呼ヲ我々ハ船倉デ待ツテキマシタ。突然、大キナ爆音ガ聞エ、船ハ停止シ、燈ハ消エマシタ。我々ハナニガ起ツタカ分リマセンデシタ事件ト同時ニ甲板ニ出テキタ二三ノ者ハ船倉ニ追ヒ戻サレ、再び誰モ上ツテ來ナイ様ニ昇降口ニハ歩哨ガ立テマシタ。乘リ合セテキタ俘虜ハ誰モ爆發ノ爲メニ怪我ハシマセンデシタ。後ニナツテ其ノ爆發ハ魚

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形水管が船ノ石灰 厚ニ命中シタ爲メニ起ツ
 タト云フ事ガ判リマシタ。

船中ノ軍隊ハ全ク静カニナリ、騒ギハ治マリ
 マシタ。 船首ノ三インチ砲ガ數回發砲スル
 ノヲ聞キ少シ經ツテ船上ニ日本軍ノ飛行機ノ
 爆音ガ聞エ、爆音ト思ハレル多クノ爆音ガ
 起リマシタ。 二、三時間モ經ツタ頃デセウ
 カ、赤洞ト下痢デ苦シンデキル者ニ甲板ノ便
 所ヲ使用スルコト又 ハ便器ヲ貸シテ呉レル
 様ニタノンダ處日本軍ハソノ款レヲモ拒否シ
 マシタ。 ソノ朝ハ糧食ニハ朝食ハ支給サレ
 ズ十四時間ハ何事モ起ラズ過ギマシタ。

日ガ暮レテ暗ラクスルト、日本軍ハ昇陸口ヲ
 當木デ塞ギ始メマシタ。 船中ノ英軍先任將
 校デアル「ミドルセツクス」砲隊第一大隊ノ
 「スチウワート」中佐ガ船中へ空氣ヲ幾ラカ
 通ハス爲メニ少クトモ積木ノ一本ハ打タナイ
 デ殘シテオイテ呉レル様ニ願ミマシタガ、甲
 板デ昇陸口ニ當木ヲ打ツケテイル日本軍ハ
 此ノ願ミニハ耳モ貸サズ、昇陸口ハ總ベテ防
 水布デ上部ヲ被ハレ、ソシテ防水布ハ網デク
 クリツケラレマシタ。

船中カラ出ル方法ハ更ニ無ク、又通風孔モ無

3.

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ク、船倉ニハ多クノ人が居リ、又便所ノ設備
 ガ無イノテ状態ハ急遽ニ悪化シマシタ。
 或ル者ハ隔壁ヲ叩イテ第一船倉ニキル伴虜ト
 吾心シテ通信シ第三船倉トハ通風孔ノヤウナ
 モノヲ通ジテ口ヲ通信シマシタ。第一船倉
 ノ状態ハ我々ト似タリ寄ツタリデシタガ、第
 三船倉ノ状態ハ一層悪カツタノデス。ト云フ
 ノハ浸水ヲ起シ伴虜ハポンプニ附カネバナラ
 ナカツタカデス。ポンプヲ働シテキル者ハ
 極度ノ暑サト空気ノ缺乏ノ為メニ直キニ意図
 ラ失ツタト云フ事ガ傳ヘラレマシタ。氣ヲ失
 フ迄ニ僅カ六回シカポンプヲ働カセナカツタ
 ノデス。私ノキタ第二船倉デハ、空気ノ状態
 ハ同ジ様ニ悪カツタノデスガ、痲痺ンテ何モ
 シナイデキタノテ意図ハ失ヒマセシテシタ。
 第一船倉ニ於テハ二人ノ死亡者ヲ出シタト云
 ハレ彼等ハテアテリヤ恩者デアツタト私ハ信
 ジマス。
 我々ノ通譯トシテ仕事ヲシテキタ「ボツター」
 中尉ハ空気ト水ニ對スル要求ト「ワダ」中尉
 ニ會フ要求トヲ繰返シマシタガ、要求ハ全部
 拒否サレマシタ。
 日本軍ノ通譯「ノムラ」ハ第三船倉ノ或ル者

★
4

Dec 5/91

ニ水ヲ乞ハレタ時、尿ノバケツヲ手渡シマシ
タ。此ノ擧ハ後ニナツテ第三船倉ノ生存者ノ
一人カラ聞キマシタ。夜間船ガ舷側ニ近寄
ツタノガ聞エ、日本ノ兵隊ガ若干ソノ籍ニ乘
リ移ルノヲ聞キマシタガ、私ハ日本軍全額ガ
此ノ時ニ乘リ移ツタモノト思ヒマス。ト云フ
ノハソノ後「リスボン」丸ノ船上ニ一人ノ日
本兵モ見ナカッタカラデス。「リスボン」
丸ハ其後別ノ船ニ曳流サレ船ノ舷側ニサザナ
ミガ當ルノガ聞エマシタ。

五、魚形水雷ガ船ヲ襲ツテカラ始ント二十四時間
經ツタ一九四二年十月二日ノ朝ニナルト第二
船倉ノ空氣ハ危險ナ程迄ニ汚レマシタ。船ハ
停リ突然一万ニ傾キ沈ミ始メルコトガ明ラカ
ニナリマシタ。

空氣ト水ニ就イテノ日本軍ニ對スル凡テノ要
求ガ拒否サレタ時ニスチウワイト中佐ハ日本
軍ニ對シテ我々ニ泳グ機會ヲ與ヘテ呉レト願
ム積リテ船倉ヲ破ル小サナ集團ヲ許可シテキ
タノデス。長イ曲ツタナイフトデイナイナ
イフヲ持ツタ着ガスチウワイト中佐ノ言葉ノ
有リ次第破ラウト昇降口ノ近クニ配置サレテ
キマシタ。スチウワイト中佐ノ命令アルヤ

5. ★

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或ル者ハ彼等ノ頭上ノ積木ノ間ニナイフヲ差
シ込ミ網ヲ切り防水カンバスタツ切り裂キ積木
ノ幾ツカ一方ニ持シヤリマシタ。此ノ隙間
ヲ抜ケテ艦直兵科ノハウエル中尉、ボツタ
中尉、通譯ソレニ他ノ一、二名ガ甲板ニ連ヒ
上リ船長ニ會ハシテ呉レト日本語ヲ尋ネナガ
ラ船橋ノ方ヘ徐々ニ歩イテ行キマシタ。
日本ノ智備兵ハ發砲シ、ボツタ中尉ハ直傷
ヲ負ヒマシタ。(彼ニソレガ原因ヲ死ニマシ
タ)

他ノ者ハ船橋ニ長リ船ハ大部深ク水ニツカリ
正ニ沈ムトコロデアルトスチウワート中佐ニ
告ゲマシタ。是等ノ者ガ船橋ニ長ツタ後、日
本ノ智備兵ハ入口ニヤツテ來テ船橋ニ二回小
銃ヲ打ち込ミマシタ。

ベエイヤード中尉ハ戻ネ返ツタ彈デカスリ傷
ヲ負ヒ、私モ肩ニ輕傷ヲ受テマシタ。折シモ
船ハ再ヒ大キク一方ニ傾キ船尾ヲ壓溺シ、ソ
シテ昇降口ノ穴カラ船橋ニ水ガ入り始メマシ
タ。後ニナツテ分ツタ事デスガ船尾ハ砂洲ニ
乗り上げ船首ト船ノ三分ノ一ハ水ノ上ニ約一
時間モ突キ出テイマシタ。

六、船ガ壓溺スルヤ谷ヤ、昇降口ニ配置サレテイ

6. ~~★~~

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七、

タ人々ハ綱ト防水カンバスヲ切斷シ横木ヲ押シヤリマシタ。私余ノ停房ハ列ヲ作り、秩序正シク船倉ヲ抜ケ出シマシタ。第一及第三船倉ハ第二船倉ト同ジヤウニ同時ニ夜リマシタガ、船尾ニアツタ第三船倉ノ多クノ者ハ水ニ捲カレテ逃レル前ニ溺死シマシタ。

我々が甲板ニ脱出シタ時、日本軍ハ我々ニ向ツテ傍ニ停船シテイル船カラ發砲シ、舷側カラ海中ニ飛ビ込ンダ者ニ對シテモ發砲シ續ケマシタ。私ガ甲板ニ出タ時ニハ我々ノ船ニハ日本人ハ全然居リマセンデシタガ、最初ノ者ガ出テ來タ頃ニハ五、六人ノ日本人ガイタ事ガ判リマシタ。各船倉ノ生存者ノ全部ハ甲板ニヤット攀ヂ登リ又ハ引張り上ゲラレタノデアリ、彼等ノ中半分ハ救命具ヲ持ツテ居リ、ソシテ海中へ飛ビ込ンダノデシタ。約三、四哩離レタ處ニ二三ノ島ガ見エ此ノ島ニ向ツテ早イ潮流ガ流レテ居リマシタ。傍ニハ約四隻ノ日本船ガ居リマシタガ、最初ハ誰ヲモ拾ヒ上ゲヨウトシナカツタノデ、マルテ岩礁ノ様ニ素氣ナク見エマシタ。

船ハ一ローブヲブラリト船側カラ下ゲテイマシタガ、攀ヂ登ロウト試ミタ者ハ皆海中ニ

7. ★

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臨着サレマシタ。私ハ先ツ島ニ向ツテ泳ギ始
メマシタガ、半時間後ニ日本軍ノ方針ガ變ツ
テ我々ヲ拾ヒ上ゲテイルノヲ見マシタノテ、
私ハ方向ヲ變ヘ日本軍ノ船ノ一ツニ向ツテ泳
ギマシタ。

日本兵ノ一人ガ私ニ「ローブ」ヲ授ケテ呉レ
友軍ノ或ル兵ガ手ヲ貸シテ上ゲテ呉レマシタ。
我々ノ中ノ或ル者ハヤツト島ニ行キ着キマシ
タガ多クノ兵士ハ岩ノ多イ岸邊テ行方不明ニ
ナリマシタ。ソノ近リニハ島カラヤツテ來タ
ラシイ多クノ支那ノ「ジャンク」ヤ「サンバ
ン」ガ居リマシタ。

是等ノ船ハ我々ノ中ノ或ル者ヲ拾ヒ上ゲ、支
那人ハ非常ニ親切ニ彼等ヲ扱ヒ乏シイ持物ノ
中カラ食物ヤ衣類ヲ分ケテ呉レ、日本ノ上陸
部隊ガ取回シニ來ル迄面倒ヲ見テ呉レマシタ。
私ガ拾ヒ上ゲラレタ船ハ小サオ哨戒艇デ、艇
ハ約三日間哨戒ヲ勤ケソノ後上海ニ入港シ、
乗船シテイタ生存者ハソコテ上陸シマシタ。

元氣ニナツタ俘虜達ハ段々埠頭ニ集リマシタ。
生存者ハ全ク裸ノ者モ多ク我々ノ大部分ハ短
ズボンカシヤツダケシカアリマセンデシタ。
私達ハ全部寒サノ爲メニ非常ニ憐ミマシタ。

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8.

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哨戒艇ニ乗^乗ツテイタ時ハ我々ハ甲板ノ雨ノコ
ク濡ル防水スツクノ蔭ニ居テ食卓ト云ヘバ一
日ニ四枚ノ乾パント小サナコップニ二杯ノ永
テ朝ツタ牛乳トソレニ三日ニ一度一碗ノスー
プガアルダケテシタ。此ノ時期ニ二人ノ者ガ
死ニ、瘴氣ニ曝サレタ事ガ後ニナツテ健康ニ
非常ニ弱ヒシタノデアリマス。

八、十月五日ニナツテ生誕リノ士官ト兵隊ハ「上
海」ノドツクニ集合シ駐時ヲ受ケマシタ。
全部デ九七〇名ガ返答ヲシ、八四六名ガ行方
不明テシタガソノ中六、七名ガ支那人ノ助ヲ
借リテ逃ゲタト云フ事ガ後ニナツテ分リマシ
タ。各自ニコール天ノ「ジャケット」「ズボ
ン」、シャツ、一揃ヘノ下着、靴下一組ガ支
給サレマシタガ、後ニナツテ是等ノ品ノ多ク
ニハ「ラミ」ノ卵ガツイテイル事ガ分リマシ
タ。靴モ、シャツ又ハ下着ノ着替ヘモ支給サ
レマセンデシタ。
三十五名ノ赤痢ノ患者ハ「上海」ニ預サレ
タリノ九三五名ハ「シンセイ」丸ニ乗船シ此
船デ我々ハ日本ニ輸送サレ神戸收容所ト大阪
收容所ニ分散收容サレ、患者ノ停所ハ「小倉」
ト「廣島」ニ送ラレマシタ。

9.

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私及他ノ生存者達ニハ日本軍ハ凡テノ船中ノ
英國兵俘虜ヲ瀕死サセ、救助スル暇モナク同
時ニ船ガ沈没シタト言フ積リデアツタ様ニ思
ハレマス。此ノ見解ハ實際ニ日本人經營ノ英
字新聞デアル「ニッポン。タイムス」ニ掲載
サレ私自身モ讀ンテ居リマス。私ノ意見デハ
夜間、傍ニ來テイタ別ノ船ニ日本軍ガ乘リ移
ツタソノ時ニ移サレテイタナラバ、船中ノ誰
モガ救助サレタト思ヒマス。若シモ船尾ガ砂
洲ニ壓溺シナカツタナラバ、少數ノ者シカ逃
ゲテイナカツタデセウガ、船尾ガ壓溺シタ爲
メニ多クノ者ガ逃ゲ出ス暇ガアツタノデス。
私ノ知ツテイル限リデハ「リスボン」丸ハ俘
虜ヲ輸送シテイルト云フコトヲ示ス如何ナル
標識ヲモ附ケテイマセンデシタゾ、實際何處
カラ見テモ通常ノ武裝輸送船ト同ジデシタ。
日本軍ハ、船中ニ俘虜ガ居ルノウ知ツテイナ
ガラアメリカ兵ガ故意ニ船ヲ沈メタト、英國
兵ノ生存者ヲシテアメリカ兵ヲ非難サセヨウ
ト努メマシタガ、此ノ様ナ不合理ナ議論ニハ
英國兵ハ誰モ責成シナカツタデセウ。
私ノ意見デハ日本軍ハ若シモ多クノ者ガ支那
人ニ倣ツテ「ジャンク」ヤ「サンバン」ニ拾

★

10.

ヒ上ゲラレテイルノフ目撃シナカツタナラバ
生存者ヲ捨ヒ上ゲナイ方針ヲ變ヘナカツタロ
ウト思ヒマス。

Doc 5191

11. ~~*~~

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