

Ex. #1645
P. 1

Evidentiary Document No. 5158.

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

A F F I D A V I T

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

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

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

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

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

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

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

6. At the end of July the ship arrived in Manila Bay. We anchored $\frac{1}{2}$ mile from the wharf-side and stayed there for 6 weeks. During this time nobody was allowed on shore. It was only after days of agitation that JOTANI eventually permitted 50 of the worst cases to be taken ashore to the prison hospital in Manila. Of these, I heard later, that 12 had died but so far as I know the remainder are still alive. The rest of us had to stay in the Hofuku Maru. Our meals consisted of watery rice twice a day and any leavings from the Japanese galley. By this time, after the long voyage and due to the lack of food and medical supplies men were beginning to die. In Manila Bay along 104 people died. The doctors and the British officers on board were constantly going at the Japanese to get them to allow some medical supplies on board even if they refused to allow the PsW off the ship. They refused however. However the American authorities in the prison hospital in Manila heard of our plight and got the Japanese to send over to our ship 3 cases of B1 capsules for injection. JOTANI took these capsules and issued them to the guards on board the ship. Each Japanese had a box of 250 given to him. They they forced our medical officers to give them the injections. Exactly the same thing happened when some milk-vitamin tablets were sent over to us. The PsW got none of these or any other medical supplies whatever. Not content with beating us and starving us JOTANI and NOMO and the guards even broke up funeral services which we tried to hold. JOTANI had given permission for us to hold these, but as soon as they started

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

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

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

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

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

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

BEFORE ME

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

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Evidentiary Document No. 5158.

CERTIFIED TRUE COPY of the original affidavit.

1st. April, 1946.

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

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私、「ゴールドン、ハイランダーズ」ノ第一五三三
九八番、「ジェームス、フオービス、ローレンス大
尉一本鎧」「ベースシャー、グレンファード、アルン
ガスク、オールドマンズ」ノ以上音譯ノハ宣誓ヲナ
シ次ノ如ク陳述スル。

1、私ハ一九四二年（昭和十七年）二月十五日英軍
ガ日本軍ニ降伏シタ時「シンガポール」ニ於テ捕
虜トナツタ。同年六月マデ私ハ「ヂヤンギー」ニ
居リ、ソレカラ一九四二年（昭和十八年）十二月
迄シヤム／ビルマ饑達ヘ移サレタ。ソレカラ一九
四四年（昭和十九年）六月六日マデ「ヂュンカイ」
ノ音譯ノニ送ラレ、然ル後、同年同月廿七日報福
丸ノ音譯ノニ乗船スル前ニ「シンガポール」島ノ
「ハブロックロード」收容所ニ送ラレタ。

2、日本人ハ乗船前登ヲ組織シタ、即チソノ方法ハ
英國將校一名ニ兵百五十名ノ監督ヲサセルコトデ
アツタ。最上級英國人將校ハ「ギブソン」大尉デ
アツタ。乗船人員ハ千三百名、中千百名ハ英國兵、
二百名ハ「オランダ」兵デアツタ。將校ハ十三名
チ中十名ハ英國人、六名ガ尉官三名ガ軍醫、一名
ハ隊附牧師デアリ、三名ノ「オランダ」將校ハ二
名ガ尉官、一名ガ軍醫デアツタ。

4、汽船報福丸ハ七千トンノ貨物船デアツタ。一九
〇二年（明治卅五年）「クライド」デ建造サレ

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九一八年（大正七年）日本ニ歸還サレタモノデア
ツタ。日本ニ於テ修理サレ以來ズツト就役シテホ
タ。ソノ時ノ船荷ハ皆船トゴムデアツタ。停泊ハ
各々乗船ノ新、ゴムノ大キナ船ヲ遣ベサレタ。ス
ベテノ停泊ヘニツノ船倉ニ別ケラレ一ハ首尾一ハ
尾尾ニ入リテ各將校ト兵ハ各々同ジトコロニ入レラ
レ、吾々ハ大體六百五十名ツツ分レテニツノ船倉
ノ間ニ居タ。一九四四年（昭和十九年）七月四日
全部ヲ約十二隻ヨリ成ル船團ヲ以テ吾々ハ出港シ
タ。

5、航海中停泊ハデツキノ下ノ船倉ニ閉テ込メラレ
テオタガハツチハ開ケ放サレテ居リ、合ヒ間ニハ
数人ツツ四隊ヲ組ンデデツキニ上ルコトガ許サレ
タ。コノ規定スラモ船倉ノ音聲ノ耳音ニ何度モ長
求シテヤツト許可サレタノデアル。之等兵士達ガ
團ヲ組ンデデツキニ居ル時船倉ヤ他ノ停泊兵達ハ
餉糧ヤ板其他手當リ次第ノモノヲ掘ンデ捕虜ノ間
ヲ歩ク事ヲスボイット心得テ居テ常ニ彼等ノカラ
カヒノ的デアツタ。彼等ハ無常ニ捕虜ヲ殿ルノガ
常デアツタ。船倉ノ音ノ一變最モハ筆言ニ盡シ得
ルモノデナカツタ。ヒトク詰メ込ンドノデ皆ガ一
時ニ殺ニナルコトガ出来ズ頂替ニ彼國ノ者が附テ
身ヲ續メ幾人カノ兵が管ラ侍ベセル様ニシテヤツ
タ。一國ノ兵が甲板ニ出ルコトヲ許サレルト其ノ

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合ヒ聞ニ、船内ノ濕氣モ少シ和テキ儀ラカノ兵ハ
民ルコトが出来タ。乗船當時ノ船内ノ健康モ皆ヒ
ルマ一ツキム船内テ約十八ヶ月余リ飼イテ來タノ
テ悪カッタ。皆ヒを飼フテ半分飢ニテ居リ赤痢、
マラリヤ、閉氣等ノ病氣ヲ染染タスニナツテキタ。
其ノ他ハ皆ヒ、モロモロニナツタ熱帯用ノ制服
ヲ未ダ持ツテキル者モ少シキタ。船内ノ空氣ハ
船ガ揺テアリ熱帯リ流シテキタノチ蠱息シソ
ウデアツタ。衛生設備ハ無キニ均シカッタ。船内
ニハ便所ノ備ヘガナク糞ヲキテ動ケス者ヤ閉氣
テ半身不随ニナツテキル者ハソノ指ニ辨シタ。
斯カル状態ノ者ハカナリ多ク、廻リノ者モ其ノ船
内ノ中テ眠リ、座キ、且ツ食事ヲシナケレバナラ
ナカッタノデアル。日本人ハ船ノ外側ニ六ヶノ箱
製便器ヲ網テ船ヒツケタ。三箇ヲ船尾都ノタメ三
箇ヲ船首部用ニ充テタガ、勿論丈夫チ船内カラ導
リ出ラレル者シカ之等ヲ使用シ得ナカッタ。

6、六月末、船ハ「マニラ」灣ニ着イタ。吾々ハ埠
頭場カラ半哩隔ツテ投信シ六週間其處ニ留ツタ。
ソノ間誰モ上陸ヲ許サレナカッタ。何日カノ酋長
ノ後ヤット常谷ハ最悪ノ進狀ニアル五十名ヲ「マ
ニラ」ノ停船客所病院ニ送ルタメ上陸サセルコ
トヲ許シタ。其ノ後聞イタトコロニコレバソノ五
十名ノ中十二名ハ死シタガ私ノ知ル限り尙余ノ者

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ハ未ダ生キテキル。吾々預リノ者ハ報國丸ニ預ラ
 ネバナラナカッタ。吾々ノ食事ハ日ニ、二度ノカ
 ニト日本人ノ厨房ノ預リ物トデアッタ。長イ航海
 及食事ト醫藥トノ不足ノ爲ソノ頃死人が出始メタ。
 マニラ灣ニ於テ支テモ百四名ガ死ンダ。乗船中ノ
 醫師々英國將校ハ船ヘズ日本人ノ處ニ行キ、停船
 ガ船ヲ離レルノヲ許スコトハ拒絶シテモ送支ヘナ
 イガ船中ニ醫藥品ハ多少準備スル様ニ求メタ。ケ
 レドモ彼等ハ拒絶シタ。然シ「マニラ」停船收容
 所病院ノ「アメリカ」側當番者が吾々ノ苦境ヲ聞
 キ、注射用B₁₂藥液三箱ヲ吾々ノ船ニ送ル様ニ日
 本人ヲ通シテ手配シテクレタ。船谷ハソノ注射藥
 品ヲ取り乗組ンデキタ醫或兵達ニ支給シタ。日本
 人ハ各々二百五十個入りノ藥液箱ヲ分與サレタ。
 而シテ彼等ハ吾々ノ軍醫達ニ注射ヲ自分達ニシテ
 ヤル様強要シタノデアル。之ト全く同様ノ事ハ強
 カザイタミン僕ガ吾々ニ送ラレタトキニモ起ツタ。
 捕虜ハ之等ノ中何一ツ得ラレナカッタシ又他ノ醫
 藥モ全く得ラレナカッタ。吾々ヲ打テ飢エサスノ
 テハ満足出來ズ船谷、野三ヤ他ノ舊軍兵ハ吾々ノ
 行ハウトシタ藥式ヲ標識サセルコトサヘシタ。船
 谷ハ吾々ガ藥式ヲ行フ事ヲ許シタニモ拘ラズ、式
 ガ始マルト何時モ、彼々他ノ日本人共ハ大喧ヤ又
 他ニ手置リ次第ノモノヲ持ツテ聞入シテ來ルノデ

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アツタ。

7、船中ノ捕虜ニ對スル信谷ヤ島長ノ仕打ハ聲音ニ
應シ難イ。彼等ヤ他ノ信成兵ハ吾々ヲ倒スルニ急
働ヲ以テシタ。甲板ニ登ラセトシテ必死ニナル者
ヲ彼等ハ溺シク打倒シ、病人ヲ全ク無視シタ。ソ
ノ他彼等ノ一時的態度、吾々ニ對スル感情的ナ復
行ハ報福丸上ノ生活ヲ全ク地獄ト化シタノデアアル。
私ニハタツタ百四人シカ死ナナカッタ事が奇蹟ノ
様ニ思ハレル。

8、九月廿日「マニラ」ヲ出航シタ。同ジ人々、即
チ信谷軍首ソノ他ハ引キ續キ同船シテキタ。信國
ハ十隻ヨリ成リ、驅逐艦二隻「コルザエット」艦
二隻ガ護衛シタ。吾々ノ船ハ捕虜ガ乗船セル旨ノ
標記モ皆無デ、海中カラモ潜水艦カラモマルデ通
信ノ電送船ノ如ク見エタニ相違ナイ。今度ハ吾々
ハ全ク甲板下ニ隠ジロヌラレ時折澤山ノ者が一度
ニ用便ニ行ク事ヲ許サレルノミデアツタ。

9、九月廿一日十時半頃吾々ハ頭上ニ機關銃ノ發射
音ト飛行機ノ音ヲ聞イタ。ソノ時ハ全員甲板下ニ
居タ。二三秒シテ一發ノ銃聲魚雷ガ船ノ前方ヲ穿
テ、傾イテ他ノ魚雷ハ船尾ト船體ノ中間ニ、三發
目ハ船橋ノ裏下ニ命中シタ。同シテ米機群ハ機關
掃射ヲ開始シ、船ハ大混亂トナツタ。日本人船長
ヤ乗組員ハ直チニ甲板カラ墜トシテ逃亡シタ。

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常谷軍曹、野呂軍曹其他ノ舊残兵モ同ジク既ビ込
ンテ捕虜達ハ溺レルマヽニ預サレタ。船ハ二ツニ
裂ケ五分デ沈ンダ。半夜以上ノ捕虜ハ飢エカヽツ
テ居リ半身不随デ見込ミハ無カッタ。残余ノ者モ
皆甲板下ニ居タノデ脱出ノ方法モ無ク千人近クノ
捕虜ガ船ト運命ヲ共ニシタ。私ハ奇蹟的ニ沈ミ行
ク船カラ離レテ居ル自分ヲ海中ニ見出シ得タ。私
ハ壞レタ竹ノ筏ニスガリツキ、ソノ夜ノ六時、小
帆船ニ拾ヒ上ゲラレルマデ海中ニオタ。同ジク報
福丸カラウマク逃レタ他ノ英國ノ捕虜ガ多數居タ。
海中ニ居タ時ノ吾々ノ願ミハ米機ガ船四ノ船ヲ一
隻丈除イテ總ベテ撃沈スルノヲ見ツメルコト文デ
アツタ。二百十七人ヲ救ヘタ生存者ハ九月廿二日
「マニラ」ニ送還サレタノデアル。