

HMAS *Armidale* – J240

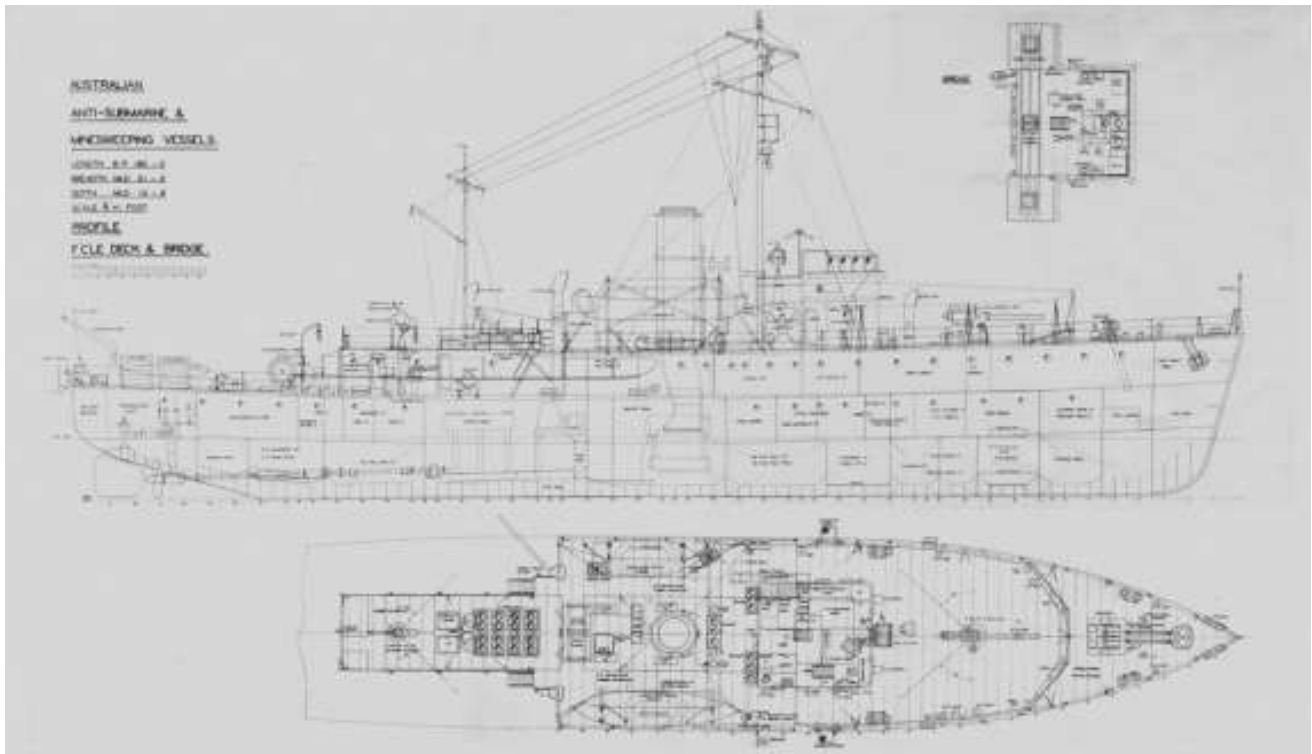


| | |
|-----------------|-------------------------|
| Namesake: | City of Armidale, NSW |
| Builder: | Morts Dock Sydney |
| Laid down: | 1 September 1941 |
| Launched: | Floated 24 January 1942 |
| Commissioned: | 11 June 1942 |
| Motto: | "Stand Firm" |
| Battle honours: | |
| | Darwin 1942 |
| | Pacific 1942 |
| | New Guinea 1942 |

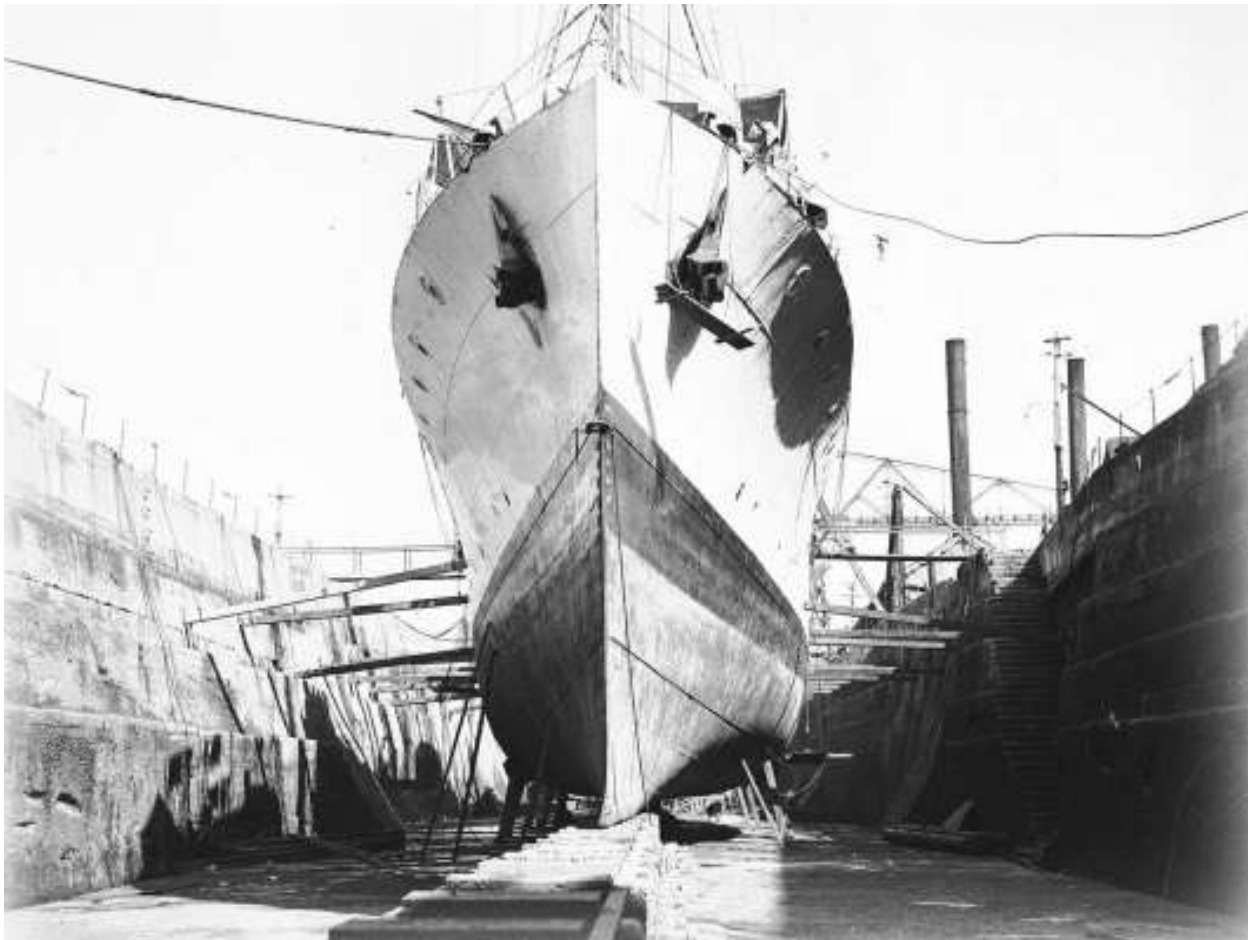


Fate: Sunk by Japanese aircraft, 1 Dec 1942

| | |
|---------------|--|
| Displacement: | 650 long tons (660 t) (standard) 1,025 long tons (1,041 t) (full war load) |
| Length: | 186 ft (57 m) |
| Beam: | 31 ft (9.4 m) |
| Draught: | 8 ft 6 in (2.59 m) |
| Propulsion: | 2 × triple expansion steam engines 2 × screws |
| Speed: | 15 knots (28 km/h; 17mph) at 1,750 horsepower (1,300 kW) |
| Complement: | 85 |
| Armament: | 1 × 4-inch gun 3 × Oerlikons Machine guns Depth charges chutes & throwers |



The general arrangement of a Bathurst Class Corvette



Armidale was built in dock and not launched, therefore no ceremony was held. The ship was floated out 24 January 1942.



Commissioning of HMAS Armidale by the Rev Dix

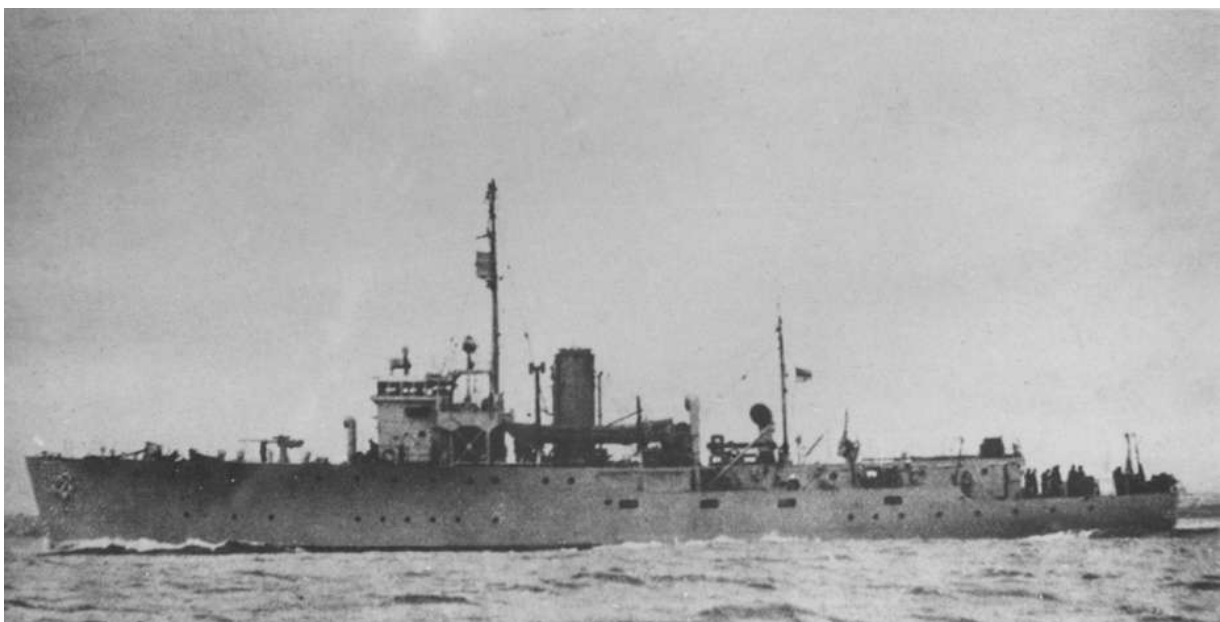
Armidale commissioned at Sydney on 11 June 1942 under the command of Lieutenant Commander David H Richards RANR(S).



Following a workup period *Armidale* was brought into operational service as an escort vessel protecting convoys operating between Australia and New Guinea. That service ended in October 1942 when she was ordered to join the 24th Minesweeping Flotilla at Darwin. *Armidale* arrived at Darwin on 7 November 1942.

On 24 November 1942 Allied Land Forces Headquarters approved the relief and reinforcement of the Australian 2/2nd Independent Company, which at that time was holding out in Japanese occupied Timor.

The withdrawal of 150 Portuguese civilians was also approved, and consequently plans were made in Darwin for HMA Ships *Castlemaine* (Lieutenant Commander Philip J Sullivan, RANR(S)), *Armidale* and *Kuru* (Lieutenant JA Grant, RANR), a shallow draught 76-foot wooden motor vessel, to effect the relief operation, codenamed Operation HAMBURGER.



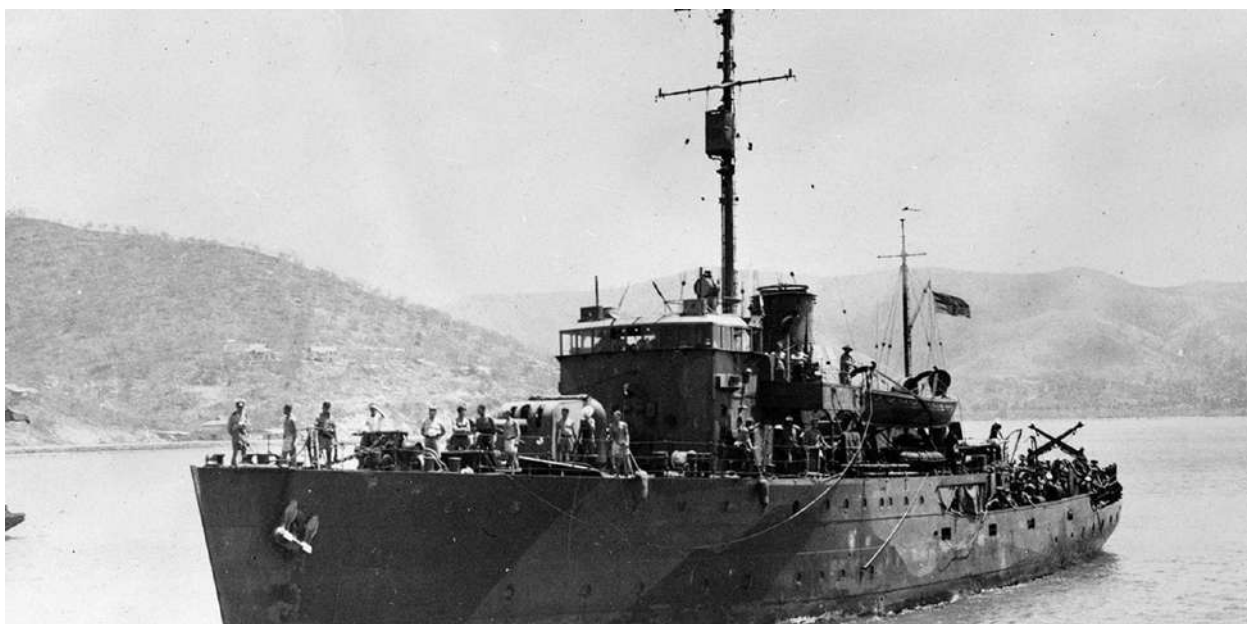
HMAS Armidale. Note the location of the aft Oerlikon gun situated behind the mainmast



HMAS Armidale in Port Moresby

Action off Timor

The proposal was for the three ships to each make two separate runs into Betano on Timor's southern coastline. The first run was planned for the night of 30 November-1 December. HMAS *Kuru* sailed from Darwin at 22:30 on 28 November preceding the two corvettes. She was delayed en route due to adverse weather conditions and consequently did not reach Betano until 23:45 on 30 November.





A group of unidentified crew members on-board Armidale. (AWM P03773.004)

Meanwhile *Armidale*, in company with *Castlemaine*, had left Darwin at 00:42 on 29 November. In *Armidale* were 61 Netherlands East Indies troops, two Dutch officers and three members of the 2nd AIF. At 09:15 on the morning of 30 November when, 120 miles from their destination, the two corvettes came under aerial attack from a single enemy aircraft.

Although neither ship sustained any damage or casualties, concerns were raised that the mission may have been compromised. The attack was duly reported and orders were received to 'press on', with an assurance that RAAF Beaufighter aircraft had departed to provide cover.

The ships were subjected to two more air attacks, each by formations of five bombers which dropped no less than 45 bombs and machine gunned the ships from a low level. According to *Armidale*, the promised Beaufighters arrived in time to drive off the bombers and both ships escaped serious damage or injury, reaching Betano at 03:30 on 1 December.

Disappointingly, there was no sign of *Kuru* and a decision was made to return to sea and make as much ground to the south as possible before daylight. Meanwhile, *Kuru*, with no knowledge of the attacks affecting the arrival of the corvettes, embarked 77 Portuguese before sailing without delay. At dawn *Kuru* was sighted by *Castlemaine* 70 miles south of Betano and she subsequently closed to conduct the transfer of her passengers to the corvette.

Following the rendezvous *Kuru* received orders from Darwin to return to Betano and complete the mission that night. No sooner was the personnel transfer complete when enemy bombers again appeared necessitating *Kuru* to run for cover in a nearby rain squall.



An informal group portrait of members from HMAS Armidale. (AWM P03773.003)

As the senior officer, *Castlemaine's* captain quickly appraised the situation. *Kuru* had orders to return to Betano, *Armidale* had troops on board to be landed there, and, to further complicate matters, a signal had been received to search for two downed airmen from a Beaufighter some 150 miles to the south east.

Sullivan's preference was to exchange passengers with *Armidale* so *Castlemaine* might escort *Kuru* back to Timor, however the presence of enemy aircraft ruled that out. Consequently *Armidale* and *Kuru* were ordered to return to Betano to complete the troop reinforcement operation while *Castlemaine* went in search of the downed airmen en route back to Darwin. As *Kuru* and *Armidale* steamed northwards they both came under fierce aerial attack becoming separated in the process.

For almost seven hours *Kuru* dodged bombs suffering minor damage to her engine and losing her assault boat that was under tow. Grant reported the damage to Darwin but was told that the operation was to be carried through. This instruction was later rescinded when the presence of Japanese cruisers approaching the area was reported. *Kuru* then shaped a course for Darwin.

At approximately 13:00 on 1 December five Japanese bombers were spotted by *Armidale's* lookouts. Without adequate air cover there was little hope of surviving the attack and a signal was sent to Darwin requesting urgent fighter cover.

For the next half an hour *Armidale's* gunners beat off successive Japanese attacks and the ship escaped serious damage. In the meantime a signal was received from Darwin advising that the much needed fighters would arrive at 13:45.

Shortly before 15:00 *Armidale* was attacked by nine bombers, three fighters and a float plane. The fighters split up and came in at low level strafing *Armidale*'s decks with machine gun fire. With her gunners thus distracted, the torpedo bombers mounted their attacks from different directions as Richards manoeuvred desperately to avoid their torpedoes.

In spite of the brave resistance, the ship was hit twice by torpedoes, immediately heeling over to port. At that point Richards gave the order to abandon ship. Rafts were cut loose and a motor boat freed from its falls before men took to the water. Their ordeal, however, was far from over. The Japanese airmen then pressed home further attacks, machine gunning the survivors.



Left: HMAS Kuru. Right: HMAS Castlemaine

Leading Seaman Leigh Bool who survived the ordeal later recalled:

“Two or three [aircraft] went right across the ship and they apparently were using their torpedoes as bombs. These did no damage although several of the torpedoes hurtled low right across the ship. However, the others hit us within two or three minutes of the commencement of the attack.

We were hit on the port side forward, causing the ship to heel over at an angle of 45 degrees. The *Armidale* was going fast and the captain ordered us to abandon ship. Ratings were trying to get out lifesaving appliances as Jap planes roared just above us, blazing away with cannon and machine guns.

Seven or eight of us were on the quarterdeck when we saw another bomber coming from the starboard quarter. It hit us with another torpedo and we were thrown in a heap among the depth charges and racks.

We could feel the *Armidale* going beneath us, so we dived over the side and swam about 50 yards astern as fast as we could. Then we stopped swimming and looked back at our old ship. She was sliding under, the stern high in the air, the propellers still turning.

Before we lost her, we had brought down two enemy bombers for certain, and probably a third. The hero of the battle was a young ordinary seaman, Edward Sheean, not long at sea, who refused to leave the ship.

Sheean had no chance of escape. Strapped to his anti-aircraft gun, he blazed away till the last. One of the Japanese bombers, hit by his gun, staggered away trailing smoke, just skimming the surface until it crashed with a mighty splash about a quarter mile away.”



" We rowed all night, towing the raft with a crowd of men on it, we wanted to put as great a distance as possible between the raft and enemy. Soon after dawn we divided our provisions. What we took was not great, just two small tins of bully beef, six tins of unsweetened milk and a beer bottle of water. As there were 29 of us in the whaler and as we had hard work ahead it was indeed a meagre larder."

Leading Seaman Leigh Bool, reunited with his wife, following repatriation after Armidale's loss.

Wireman William Lamshed was another who survived the sinking, and recalled *Armidale's* last moments both from his action station in a small workshop on the corvette's port side and from the water:



"The workshop was about 1 metre in width and 2 metres in length with a phone to the bridge. My duties were to receive instructions for setting of the depth charge detonators, when hunting down subs. This was my station regardless of what action was in progress. When we first saw these different looking planes coming, we just knew we were in big trouble, and that our end might be near, so I quickly went to my hideyhole, as I called it, and cringed in a corner, waiting to be blown to pieces.

I was wearing shorts beneath my boiler suit, had only slippers on my feet, a tin hat on my head and my deflated Mae West [life preserver]. My only other possession was a Joseph Rodgers 'Bunny' pocket knife, acquired when rabbit trapping and hunting as a young lad in my Victorian rural home town. A torpedo hit us on the port side amidships and this caused my steel workshop door to burst open. I knew then the ship was doomed and so I attempted to leave through the doorway, only to be met with a huge wall of water from the explosion.



HMAS Armidale under attack, 1 December 1942. (Permission of maritime artist John Ford)

Ordinary Seaman Edward Sheean

Ordinary Seaman Edward 'Teddy' Sheean, an 18 year old rating from Latrobe, Tasmania, was one of those injured during the attacks. In spite of injuries to his chest and back he helped to free one of the ship's life rafts, before scrambling back to his post on an Oerlikon gun, mounted behind the bridge. Strapping himself to his weapon he opened fire, shooting down one bomber and keeping other aircraft away from his comrades in the water.

The ship's now sinking even faster and the water was lapping Sheean's feet, but he kept firing. The men struggling in the water saw the bloodstained youngster wheel his gun from target to target, his limp legs dragging on the deck. He was seen still firing his gun as *Armidale* slipped below the waves just after 15:10 in position 10°S, 126°30'E.

Sheean was posthumously awarded a mention in dispatches for his bravery and one of the Australian-built Collins Class Submarines, HMAS *Sheean*, is named in his honour. In 2020, following a sustained public campaign to have Ordinary Seaman Sheean's selfless actions recognised, an expert panel recommended to the Australian Government that he be considered for the award of a Victoria Cross.

On 12 August 2020 the Australian Governor-General, His Excellency General the Honourable David Hurley, AC, DSC, (Ret'd) announced that HM Queen Elizabeth II had approved a posthumous award of the Victoria Cross to Ordinary Seaman Sheean. In doing so, 'Teddy' Sheean, became the first member of the Royal Australian Navy to be awarded Australia's highest honour for valour.



by Dale Marsh)

NAA: A6770, SHEEAN E

Ordinary Seaman Teddy Sheean displayed uncommon valour that has now been recognised through the award of a Victoria Cross.

The survivors

When the marauding Japanese departed, the survivors found themselves in the water with two boats (a motor boat and a whaler), a Carley float and a raft that had been successfully freed from the sinking corvette. The men remained together until the afternoon of 2 December when Lieutenant Commander Richards made the difficult decision to set out for help in the motor boat which at that time carried 16 of his ship's company and some Dutch service personnel.

The motor boat had sufficient fuel for about 100 miles, but from the outset the motor proved unreliable forcing those on board to row for the first 28 hours. The motor was eventually encouraged to start and the vessel was later sighted by a reconnaissance aircraft from Darwin on Saturday 5 December. By then the boat was approximately 150 miles WNW of Darwin and roughly 150 ESE of where *Armidale* had sunk. The sighting of the motor boat was the first confirmation to naval authorities in Darwin that *Armidale* had been lost.

By that time, having himself observed no sign of searching aircraft, Lieutenant LG Palmer, RANR, in command of *Armidale*'s 27 foot whaler, was also underway in search of help. Embarked in that vessel were 25 of *Armidale*'s crew and three soldiers of the 2nd AIF. Remaining drifting on the raft were 28 of the ship's company, while on the Carley float were 21 Dutch troops. Their future was dependent on Richards or Palmer being spotted.



A Catalina flying boat was despatched from Cairns to pick up these survivors. She reached the area on the afternoon of 8 December 1942. One of the Catalina aircrew took this picture however, the aircraft was unable to land because of the rough sea state. Despite exhaustive air and sea searches and the rescuing of other survivors, these pictured survivors were never seen again after the Catalina departed from the area. (AWM 300191)

HMAS *Kalgoorlie* left Darwin at 11:40 on 5 December 1942 reaching the vicinity of the sighting of *Armidale*'s motor boat at 02:30 the next morning. There she proceeded to search for the survivors coming under aerial attack herself from two Japanese bombers. The attack saw 16 bombs dropped by the aircraft but the corvette fought back receiving no damage.

At 22:00 that evening a red flare was sighted and an hour later she rescued 20 men from the motor boat under the command of Richards. Two of its number had died during the voyage – Ordinary Seaman Frederick Smith and one of the Dutch soldiers.

The others were in poor shape and in light of this *Kalgoorlie's* Commanding Officer made the painful decision to cease searching and repatriate them to Darwin which he reached at 13:30 on 7 December. Among the survivors was Able Seaman Eric Millhouse who had previously survived the loss of HMAS *Canberra* in August 1942.



Engine Room Artificer Leslie Higgins (left) and David Richards (right)



From left: Ordinary Seaman Frederick Francis Smith, Ordinary Seaman Colin Frederick Madigan and Lieutenant Lloyd Palmer, RANR

The Telegraph (Brisbane) Thu 24 Dec 1942**HMAS *Armidale* Sunk Near Timor**

The Australian corvette HMAS *Armidale* has been sunk in the Timor Sea, north-west of Darwin. Most of the personnel were rescued. These, including the commanding officer, are now in Australia. A small party of men who were aboard a light raft are still missing and must be presumed lost.

Making this announcement to-day, General Headquarters, South-west Pacific Area, stated that the *Armidale* was bombed and sunk by a force of Japanese aircraft early in December during an action about 250 miles north-west of Darwin. About 50 men, including the commanding officer, put off in two boats and were rescued.

Announcing today the loss of the *Armidale* the Prime Minister (Mr. Curtin) said that two officers and 38 ratings of the crew of 80 are missing. The remainder were picked up by patrolling naval vessels and have now reached Australia.

Three of the missing are Queenslanders. They are: A/Ldg. Stoker James, Frank Harcourt. Stoker II. Ernest Anthony Malone, and Ordinary Seaman Keighley, John Mitchell. During the action the gunners on the *Armidale* shot down one enemy bomber and one enemy fighter and probably a second fighter.

Extending the sympathy of the Government and the Naval Board to the next-of-kin of the missing personnel, Mr Curtin said a wide and thorough search had been made by aircraft and surface vessels, and the search was reluctantly abandoned only when it became obvious that there was no possibility of there being further survivors. Mr Curtin added that the reported tally of aircraft destroyed by HMAS *Armidale* was sufficient proof of the fighting quality and spirit of her men. It was indicated too, that the enemy knew the type of ship sunk in this attack and it was fitting that Australia should make known her name.

"Like other Australian ships which have gone before her, HMAS *Armidale* went down fighting a gallant fight and leaving her mark upon the enemy," Mr Curtin added. "She leaves behind her a virile and ever-growing Australian Navy whose men and ships of our Allies are ranging far and wide, giving battle to the enemy."

Reports released today by the Navy Department show that HMAS *Armidale* was heavily and repeatedly attacked by enemy aircraft, including torpedo bombers. When attempts to communicate with her proved unsuccessful, air and sea searches were commenced, although it was not then certain that the ship had been lost.

The first intimation that the *Armidale* had been sunk was when aircraft reported having seen a lifeboat carrying survivors. An Australian naval ship sent to the rescue was subjected to enemy air attacks en route, but located the lifeboat in which there were 17 of the *Armidale* personnel. These were taken on board and brought to an Australian port.

Meanwhile, the search was continued and three days later a further 26 of the ship's personnel were picked up from another lifeboat. They also had been sighted by aircraft and were rescued by an Australian naval vessel which carried them to an Australian port.

Although the survivors when picked up were suffering from the effects of exposure, none of them was in a serious condition.

The Inverell Times (NSW) Mon 4 Jan 1943:

"H.M.A.S. *Armidale*."

The *Armidale* Town Clerk, Mr. P. W. Milner has received a letter from Mr. D. Davies, a survivor of H.M.A.S. *Armidale*, addressed from Gloucester.

He writes: "I was in the second batch of 26, picked up on the ninth day after the sinking of the ship, and at present am enjoying several days leave at home, it was a pleasure to serve in the *Armidale*. We had a good captain, officers and crew, and we were sorry to lose the little ship— but not before we gave the Japs a taste of what we were made of.

I want to thank you for the comforts we received on the ship, and wish you and the people of *Armidale* a merry Christmas and a bright and happy New Year."

Goulburn Evening Post (NSW) Fri 15 Jan 1943:

H.M.A.S. *Armidale*

When news of the sinking of H.M.A.S. "*Armidale*" was received in Goulburn, the Deputy Mayor, Ald. P. R. D. Hollis, sent a telegram of sympathy to the Mayor of that city.

At last night's meeting of the City Council the following reply was received from the *Armidale* Town Clerk: "The Mayor wishes me to express his thanks, and that of our citizens for your kind telegram of sympathy in the loss of H.M.A.S. *Armidale*. The *Armidale* fought a gallant last fight, and we are very proud of her record."

The letter was received and Ald. Hollis thanked for his action.

Out of a total of 83 naval personnel, comprising five officers and 78 ratings, 40 (two officers and 38 ratings) lost their lives. Losses of Netherlands East Indies personnel were two officers and 58 soldiers.

Roll of Honour: RAN and RN Officers and Men lost in HMAS *Armidale* (I)

| | | |
|--------------------------|---------------------------------|---------------|
| Anderson, William Robert | Telegraphist | 22347 |
| Axford, Stanley Don | Ordinary Seaman | PA2618 |
| Baker, Bertram Henry | Assistant Steward | PM3727 |
| Beard, Leslie Irwin | Able Seaman | F3203 |
| Beech, William Ralph | Able Seaman | 22470 |
| Buckland, James Reginald | Sub Lieutenant RANVR | |
| Burgess, Ernest | Stoker Petty Officer | 11273 |
| Coldwell, Donald | Signalman | D/JX207340 RN |
| Currie, Joseph | Engine Room Artificer 4th Class | PM2698 |
| Evans, Alfred Grant | Stoker 2nd Class | S6075 |
| Gay, Bernard Alford | Ordinary Seaman | F3947 |

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|-------------------------------------|--|---------|
| Gould, Raymond Arthur | Steward | S4231 |
| Harcourt, James Frank | Acting Leading Stoker (Temporary) | 24597 |
| Hippisley, David Eric | Ordinary Seaman | S6468 |
| Holden, Denis | Acting Engine Room Artificer 4th Class | S6197 |
| Hopkins, Norman Frank | Ordinary Seaman | F3843 |
| Jenkyn, Harry Ferror Merrychurch | Probationary Temporary Engineering Lieutenant RANR(S) | |
| Jensen, William | Telegraphist | PA/V 35 |
| Kibble, Charles James | Leading Signals Yeoman Assistant (Temp) | 23325 |
| Knight, Arthur Peter | Stoker | 20888 |
| Luckman, William | Stoker | 11257 |
| MacVicar, James | Stoker | S5031 |
| Malone, Ernest Anthony | Stoker 2nd Class | 25909 |
| Meredith, Wilfred Bickford | Signals Yeoman Assistant | S4222 |
| Mitchell, Keighley John | Ordinary Seaman | B3757 |
| McGarrigle, Ronald John | Stoker 2nd Class | S6051 |
| McMennemin, Raymond Edward | Cook (Ships) | 24699 |
| Paterson, Donald Howie | Ordinary Seaman | F4021 |
| Piesse, Edward Standfield | Ordinary Seaman | H1824 |
| Quayle, Robert Allanson | Acting Stoker Petty Officer (Temporary) | 21177 |
| Quigley, Maxwell Timothy | Acting Able Seaman | H1552 |
| Reid, Harry Allan | Acting Leading Stoker (Temporary) | PM2670 |
| Rudland, Harry Eric | Ordinary Seaman | PA2817 |
| Sanson, William Edwin | Ordinary Seaman | F3671 |
| Schrader, Harold Reginald | Able Seaman | PA1931 |
| Sheean, Edward | Ordinary Seaman | H1617 |
| Smith, Frederick Francis | Ordinary Seaman | S5399 |
| Trenbath, Keith William | Stoker 2nd Class | 25906 |
| Turner, Albert Benjamin | Ordinary Seaman | H1833 |
| Williams, William Brettingham | Acting Leading Cook (Ships) (Temp) | 22022 |



Eight of the survivors enjoying a drink at the Menzies Hotel, Melbourne. The ship's whaler with twenty nine survivors, commanded by Lieutenant LG Palmer was also rescued by HMAS Kalgoorlie on 9 December 1942. During the epic voyage in the ship's whaler Wireman Bill Lamshed celebrated his 22nd birthday on 7 December 1942. Palmer offered to "shout the Melbourne lads dinner at the Menzies" if they survived the voyage. Left to right: Assistant Cook GC Sanderson; Ordinary Seaman JP Parker; the hotel manager; Ordinary Seaman RC Wilson; Ordinary Seaman VR Leonard; Wireman WN Lamshed; Signalman GR Devlin and Ordinary Seaman RM Caro. (Courtesy of Ray Raymond)

Nominal Roll of RAN survivors of HMAS Armidale

| | | |
|----------------------------|-----------------------------|--------|
| Arndell, Reginald Clarence | Stoker 2nd Class | S5841 |
| Barnes, Ronald | Able Seaman | W1187 |
| Bool, Leigh Henry | Leading Seaman | 20551 |
| Cairns, Robert | Stoker | S4856 |
| Caro, Russel Martin | Ordinary Seaman | PM4100 |
| Cleland, Roy David | Able Seaman | W1331 |
| Davies, David Roger Roland | Stoker | 11446 |
| Davies, Raymond James | Acting Petty Officer (Temp) | 20386 |
| Devlin, George Richardson | Signalmen | PM966 |
| Duckworth, Jack | Able Seaman | B2234 |

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|-------------------------------|-----------------------------------|-----------------------------|
| Higgins, Leslie Ingram | Motor Mechanic | 25947 |
| Lamb, Douglas Hatton | Act. Eng Room Artificer 4th Class | S6273 |
| Lamshed, William Noel | Wireman | 25724 |
| Lansbury, Arthur | Signalman | B2424 |
| Lawson, Donald Raymond | Ordinary Seaman | S6306 |
| Leonard, Victor Raymond | Ordinary Seaman | PM4055 |
| Lyndon, Louis Roy | Ordinary Seaman | H1987 |
| Maddox, Richard Donovan | Engine Room Artificer 3rd Class | S3628 |
| Madigan, Colin Frederick | Ordinary Seaman | S5911 |
| Millhouse, Eric Abbott | Able Seaman | 23802 |
| Morley, Edward George | Ordinary Seaman | S6432 |
| McKellar, William David | Able Seaman | 20198 |
| McKoy, Kenneth Leo | Leading Stoker (Temp) | 21068 |
| Nicholas, William Thomas Trew | Leading Stoker | 6337 |
| Osborn, Phillip George | Stoker | 23042 |
| Palmer, Lloyd George | Lieutenant, RANR | |
| Pankhurst, Charles Henry | Acting Leading Seaman | 22327 |
| Parker, John Percival | Ordinary Seaman | PM4052 |
| Pellett, Edward Keith | Able Seaman | 22004 |
| Prett, James Thomas | Able Seaman | C/J 109528 (RN) 25818 (RAN) |
| Puckeridge, Charles Robert | Ordinary Seaman | S6241 |
| Pullen, Donald Rex | Ordinary Seaman | PM 4102 |
| Raymond, Ray Beresford | Stoker 2nd Class | S5501 |
| Read, William James | Ordinary Seaman | S6578 |
| Reedman, Denis Victor | Telegraphist | B2519 |
| Richards, David Herbert | Lt Commander, RANR(S) | |
| Roberts, John Michael Dennis | Telegraphist | S/V 54 |
| Sanderson, Geoffery Clive | Assistant Cook (Officers) | PM 4622 |
| Sim, Leonard Keith | Ordinary Seaman | H6330 |
| Webster, David Aburn | Ordinary Seaman | H1935 |
| Williamson, Maxwell Joseph | Sick Berth Attendant | S3537 |
| Wilson, Ronald Charles | Ordinary Seaman | PM4065 |

Surnames of Dutch KNIL servicemen lost in HMAS Armidale

| | | | | |
|----------------|--------------------|-------------|--------------|--------------|
| Amatkasmiri | Geurts | Ngadeni | Saleh | Stoll |
| Amatparodji | Karmin | Ngalimin | Samoedi | Tamijs |
| Amelaman | Kasdi | Ngatidjo | Sardi | Teljeur |
| Anschütz | Katas | Pardjan | Sarkoem | Toekiman |
| Atmowirono | Keijser | Pesaserun | Sengkeij | Towikromo |
| Bartman | Kjongian | Ranamedja | Soebardi | Tulenam |
| Bodel Bienfait | Kroedoek | Roeslan | Soekir | Verseput |
| Dawoed | Lijtsman Piernbaum | Rossum, van | Soeratman | Vries, de |
| Dimjadi | Margés | Sabar | Soeriarredja | Wagsakrama |
| Diran | Mariman | Sadoen | Soeroso | Wantania |
| Djalil | Marsidjan | Sajoeti | Soewondo | Wiriotijsso |
| Emping | Marsoekoet | Salamin | Soplanit | Wongsodinomo |
| Frank | Moeralin | | | |

