

MR. P. DAVISON

6.8.08.

Dear Sir

As we are still
up North in the Sun, I
think it has given me
some further insights into
H. MIAS SYDNEY II logs.

The first one being, the
idea of the two ships remaining
together at about fourteen
knots for some time, the
torpedo was fired very
early in the battle, it is
very hard to believe that
SYDNEY didn't lose some
considerable headway right
away, and KOMORAN surge
ahead.

When remaining under

the bows of some ships
to take in a torpedo
in the entrance of the type.
Some of these ships doing
10 to 12 knots which in itself
is very scary at times,
and of course was quite
illegal, but they still did it
even deep loaded with
IRON ORE, I would ask could
this question be looked at
as we did this every day
of our lives!

I believe someone said
SPEYS PORT PROP tube had
been damaged when she hit
the OCEAN-FLOOR. what if her
port tube had been hit or
damaged during the battle
it would have been quite
near the surface by then
it could account for her
sudden turn to PORT, depending
what her starboard PROP was

doing, meaning "Left handed"
 or "right handed" which throw
 a ships bow one way or
 another! I don't believe
 anyone would wish her
 starboard side to be exposed
 to KORMORAN'S guns!

The bow coming away!
 I believe many pre-war
 ships had problems with
 brittle steel, I've seen myself
 hulls and stiff break
 away in even the North
 Sea in winter. Ships and
 warships both German and
 British all had some damage
 on the Russian Convoys, if
 her bow didn't explode off
 I think maybe this idea
 could be looked at?

Yours faithfully
 Peter Paniser