



Here is additional information to hand on the research presented in my publication. This expands the arguments on a couple of the issues relating to the gold and ammunition theories. I have had some very good feedback and am still confident that, unless positive proof is forthcoming, my theories still stand as valid and give the most comprehensive coverage on the tragedy so far. Cheers Jim

ADDITIONAL INFORMATION.

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Mr Kenneth G. Keightley of Ardross, W.A. addressing the Senate Inquiry in Perth [FADT 301] on Friday 17 April 1998 stated:

“I was in charge of the ammunition in Fremantle for about three years and I was in DEMS – Defensively Equipped Merchant Ships. I had to board every merchant ship that came into Fremantle.”

“I had spent all night loading Sydney up with six-inch shells, four-inch shells and depth charges then worked all night loading the Sydney up with what she wanted.”

This testimony is very interesting in that Mr Keightley stated he loaded depth charges aboard the Sydney. In fact, Sydney was not equipped with depth charge throwers (DCT's) rails (DCR's) or chutes (DCC's). The depth charges could only have been loaded for another vessel. It would not have been the cruiser HMS Durban and certainly not for the Zealandia. Then who? There must have been another unknown ship, or submarine organised to accept this material, yet no other third party has ever been even suggested until now with this research.

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Phone contact with Mr Owen Matthews of Beaufort, Victoria has personally confirmed to me that HMAS Sydney did leave HMT Zealandia unescorted on November 16-17 rejoining to hand over to HMS Durban. Mr Matthews was a signaller with the 8th Div onboard Zealandia and was captured in Singapore and worked on the Burma railway.

Additional Information

Re : Page 29.

A comparison of names with the Commonwealth Bank's World War II Roll of Honour with the names of crew lost on *HMAS Sydney* shows a surprising, but not unexpected result.

The Bank's Honour Roll of employees, who joined the armed forces and were lost during the war, total 307 of whom 217 were RAAF, 72 AIF, 9 in various other groups and 9 in the RAN. Of those 9 in the RAN, four were lost on *HMAS Sydney* on 19 November 1941.

These men came from four separate banks in three states and all ended up on the *Sydney* at the same time. They were:

S/Lt(S) Charles McGregor Mitchell RANR, of Chatswood, N.S.W.
Ord Smn Alan Grosvener Edenborough, from Roseville, N.S.W.
AB Walter Edward Albert Freer, from Brompton Park, S.A.
Sig James Lloyd Hudson, from Brisbane, Qld.

Another bank employee Charles Crosley Brown, a CPO Telegraphist, is not listed with the AWM nor in Vic Cassels' *For Those in Peril ...* and appears to have no record of service in the RAN other than that on the Bank's Honour Roll. He could also have been aboard *HMAS Sydney*. The remaining four were lost on *HMAS Yarra*, and at *Lonsdale, Sarawak, and Leeuwin*.

Edenborough had been on the *Sydney* for several months and was due to attend an Officers Training Course on *Sydney's* return to Fremantle. There is a distinct possibility that these men were selected especially for the *Sydney* because of their experience in bank record-keeping and accounting practices and so connected with *Sydney's* last operation - *Operation Fish* - the removal of gold reserves from Singapore to Australia.

Bank employees were in short supply and desperately needed in the banks ashore and civilian bank officers would not have been readily available or required for trips that took up so much time. Having four, possibly five, bank employees on the *Sydney* seems a highly disproportionate number to be serving on one ship. However, having been trained in banking procedures, they would have been more than capable of carrying out any banking procedures that might have been required. Extremely tight record keeping and accuracy was of the utmost importance in the movement of large amounts of gold bullion. This information, together with the connections to banking in England and elsewhere, especially Admiral Crace's meeting with a bank officer in Perth after *Sydney's* loss, forms a continuous line from the U.K. through Singapore to Perth and now connects with the *Sydney*.

Mobbs, C.L.

Commonwealth Bank of Australia in the Second World War, John Sands, Sydney, 1947.

Cassels, Vic.

For Those in Peril, Kangaroo Press, NSW, 1995.