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THE LAST ESCORT

HMAS SYDNEY & HMAS ZEALANDIA

(11 November 1941 to 17 November 1941)

ORAL HISTORY

Observations and memories of the men of the 8th Div. Ammunition Sub Park.

BACKGROUND

It has always been a puzzle. The enormous gap of six days in Australian naval history between 11 November 1941 when *Sydney* and *Zealandia* departed Fremantle to 17 November 1941 when *HMS Durban* took over the convoy near Sunda Strait and escorted *Zealandia* to Singapore.

Didn't anyone care? Didn't anyone interview the hundreds of troops and crew who had been aboard *Zealandia* in 1941 or the early post war years in 1945?

Obviously not.

In November 1941 there were in excess of 600 troops aboard *Zealandia*, 208 of which formed the 8 Div Ammunition Sub Park. The crew of *Zealandia* numbered 264 (AA (NSW) Series: SP 290/2 Item: *Zealandia* Log 29/10/41 - 19/2/42).

On 19 November 1991 I met (the now late) Kevin Kenny at the Port Adelaide Naval Association. He attended the 50th Anniversary of the sinking of *HMAS Sydney* as a mark of respect and because he had been one of the 208 men from the 8th Div. Ammunition Sub Park (4MD) from South Australia embarked aboard *Zealandia*.

Kevin and I had worked together during the 1950's and 60's. I knew he had been interned as a P.O.W. in Changi during World War 2.

Neither of us had ever discussed *HMAS Sydney* or very much about internment. It was, after all, the late 1950's and teenage girls did not interrogate WW2 veterans 20 years older than them.

Kevin occasionally referred to his years in Changi. I listened intently but did not interrogate. There were quite a few ex P.O.W's working in the Public Service. Kevin was one of the strong ones. Exuberant, alert and involved in everything.

Meeting Kevin Kenny again, and Max Venables from the 8th Div. Ammunition Sub Park, was the catalyst for gathering what was left of the Oral History for *The Last Escort*.

8 DIV. AMMUNITION SUB PARK

The following men embarked *Zealandia* 2 November 1941 in Melbourne and some at Fremantle 9 November 1941. They were probably the last Australians to see *HMAS Sydney* and her crew.

Zealandia and *Sydney* arrived at Fremantle at 6.50am on 9 November 1941 and departed Fremantle 1.40pm 11 November 1941 (AA (WA) Port of Fremantle, Arrivals & Departures, November 1941).

The troops fought in Malaya and Singapore and became prisoners of war when the Allied forces capitulated to the Japanese on 15 February 1942. Somehow they endured and survived the years of internment, starvation, illness and forced labour.

'On 15/2/42 the 8th Division Ammunition Sub Park with a Unit strength of 308 were amongst those taken P.O.W.' (Kenny, Kevin SX 11212, Diary, 'My War').

'Of the 308, approximately 298 were sent away by the Japs as slave labour to work in Burma, Thailand, Borneo and Japan. Those left behind [in Changi] were the aged and the sick...' (Ibid).

'On 15/8/45 when the war ended about 240 came home, today 15/8/92 about 45 of us are still alive' (Ibid).

The spirit of mateship, forged during their years of privation, was quietly observed when I attended the unveiling of the memorial to the 8 Australian Division 2nd AIF Ammunition Sub Park at the State War Memorial Garden, Adelaide, on Friday 8 December 1995.

It was an extremely unpleasant, hot and sultry day. The frail were seated in the sun. The strong stood in the shade. Without ceremony, one of the men stepped from the shade and placed his hat on the head of a seated and distressed ex serviceman and quietly retreated. No words or looks were exchanged.

I know that I had observed the reason *why* many Australian prisoners of war survived.

The Memorial Plaque also records that the 8 Div. Ammunition Sub Park personnel were escorted by *HMAS Sydney*.

NAMES OF MEN FROM 8 DIV. AMMUNITION SUB PARK WHO PARTICIPATED IN THE GATHERING OF ORAL HISTORY

REED Thomas Ashton ('Spike') O.A.M. SX 8082 ('H' Force)
 DOOLAN Charles Francis Martin ('Barney') SX 9917 ('D' Force)
 VENABLES Maxwell Roy (Max) SX 9086 ('F' Force)
 KELLY William Frederick (Bill) SX 3322 ('D' Force)
 WALKER George Harry ('Bootie') SX 9141 ('D' Force)
 PATERSON Walter George ('Banjo') SX 9258 ('D' Force)
 POPE Reginald Charles (Reg) SX 9257 ('D' Force)
 LILL John Angus SX 11661 ('D' Force)
 DOWD John Francis (Jack) ('Dooda') SX 11660 ('F' Force)
 O'NEILL Francis Frederick (Frank) SX 14586 ('J' Force)
 MESSENGER Allan Keith ('Steak') SX 9613 ('A' Force)
 BORTHWICK John Colin SX 10813 ('F' Force)
 HARRIS Leonard Jeffrey (Jeff) ('Bluey') SX 11343 ('F' Force)

COXALL Lawrence John (Lawrie) SX 10080 ('F' Force)
 MILLER Spencer James SX 10252 ('F' Force)
 GOOLEY Leonard Walter (Len) ('Bluey') SX 14638 ('D' Force)
 HARRIS Jefferson Murray (Jeff) SX 4682 ('A' Force)
 WADE Albert Victor (Bert) ('Rump') SX 10675 ('D' Force)

On 8 June 1998, Tom Reed was awarded an O.A.M. for service to the community and for service to ex service personnel, particularly prisoners of war. The Investiture will be held in Sydney on 24 September 1998.

Jack Dowd ('an 'O.B.E.', 'Over Bloody Eighty' according to Tom Reed, (Reed, T. 1997) was selected as the South Australian representative of a contingent of 13 Australian WW2 prisoners of war to attend the Memorial Service at Kranji War Cemetery, Singapore Tuesday 21 April 1998.

He visited the Burma Thailand Railway and Kanchanaburi War Cemetery on Thursday 23 April. Jack Dowd and twelve other ex service personnel attended the official opening the Hellfire Pass Memorial Museum with the Australian Prime Minister, The Hon. John Howard M.P. on Friday 24 April. They also visited the British and Dutch cemetery at Chungkai.

On Anzac Day they all attended the Dawn Service at Hellfire Pass in which a Time Capsule was sealed by the Minister for Veteran's Affairs, The Hon. Bruce Scott M.P.

UNIT HISTORIES, SELF-PUBLISHED BOOKS, PERSONAL DIARIES AND LETTERS OF MEN FROM 8 DIV. AMMUNITION SUB PARK EMBARKED ZEALANDIA

There Were No Hugs, Frank O'Neill, 1997, Self Published.

Diary of Major Robert V. Glasgow, QX?, A.I.F., 8 Div. Ammunition Sub Park, Commander of 'G' Force and eventual Allied administrator of Takefu Camp (Japan).

Personal Diaries and Unit History of 8 Div. Ammunition Sub Park, by Max Venables, 1998, Self Published.

Personal Diary 'My War', Kevin Kenny of 8 Div. Ammunition Sub Park.

8 DIV. A.A.O.C (FORWARD DECONTAMINATION UNIT) EMBARKED ZEALANDIA.

We Who Survived, Doug Candish, 1966, Calvert Publishing Co., Sydney.

2/3RD ORDNANCE STORES COMPANY. (QUEENSLAND UNIT) EMBARKED ZEALANDIA

UNDERWOOD Austral Alick 'Aus' SX 503 (interned at 5 different camps in Singapore and Malaya)
 GAMBLING Vivian Charles (Viv) QX 23706 ('H' Force)

SMOKE ON THE HORIZON (15th NOVEMBER 1941)

In the process of gathering the general Oral History of shipboard activities and life aboard *Zealandia*, significant events emerged.

Many of the troops reported that they had seen smoke on the horizon, about two to four days out from Fremantle (13th - 15th November 1941). Some record it as occurring on the 18th. Perhaps more than one Allied ship was seen and investigated.

'After a couple of days [14th?] in the early afternoon the troops on board saw a column of smoke in the distance and HMAS Sydney left the convoy and proceeded to intercept this vessel. It looked quite large. We were ordered to life jacket drill stations and were on standby for a considerable time. The Sydney in the meantime proceeded towards the unknown vessel and got to about half way when signal lights were seen from [those] aboard Zealandia from the strange vessel' (Venables, M., 20 Nov., 1993).

I questioned Max Venables who stated that *'The smoke was about 20 miles away towards the west [Indian Ocean], not east [W.A. coastline]. The smoke rose high and trailed to the North' (Ibid).*

Max Venables also described the ship as having one funnel and sitting high out of the water.

I believe that a funnel would be difficult to see with the naked eye from 20 miles. The Army officers, Master (Captain Robert Kerr) and senior crew (Ernest Cloke and Reginald Forster etc) of *Zealandia* had binoculars but the troops did not.

'When we were about two days out of Singapore [=18th] we were ordered to boat stations again. We "stood to" for about three hours and everyone began grumbling. There was smoke on the horizon on the port side and Sydney sped off to investigate. Our ship increased speed to the point of shuddering"' (O'Neill, F., 1997, 5p).

Major Bob Glasgow O.C. said "this was not an exercise, this was real"' (O'Neill, F.)

Sydney investigated the ship and stood off at about half distance (10 miles). Signals via signal lamp were observed from the unknown ship. *Sydney* was apparently satisfied that the ship was Allied and returned to closely escorting *Zealandia*.

'They must have given the HMAS Sydney the correct answers to her signals, as a short time later she returned to her escort duties and the other vessel proceeded on its way' (Venables, M., 1993).

'I saw smoke on the horizon. A few of us were up on the top deck on aircraft lookout. We were called Spotters. Sydney came about to check the ship on the horizon' (Underwood, A).

COMMENT

The procedure adopted by the Captain of HMAS Sydney in identifying the unknown vessel(s) was standard naval procedure and he obviously did not place Sydney or its crew in any danger.

The fact that signals were exchanged meant that the unknown vessel(s) were presumed to be Allied and had supplied the appropriate secret call sign. If they had not then Sydney would have challenged and put a shot across the bow from 10 miles distance.

ALLIED MERCHANT SHIPS IN INDIAN OCEAN AND W.A. COASTLINE

Most merchant ships had one funnel. Some larger vessels may have had two.

The following ships were at sea between 11 November 1941 and 30 November 1941. The information is contained in the Arrivals and Departures List, Port of Fremantle for November 1941 and is available from Australian Archives, East Victoria Park, W.A.

Not all are relevant as to whether or not Sydney or Zealandia sighted them. They are published for the sake of historical and researcher's interest.

ARRIVALS AT FREMANTLE HARBOUR NOVEMBER 1941

- 2nd Astoria from Melbourne, last port not stated. (OXDB) = (Call Sign/Signature)
- 2nd Cyclops from Singapore, last port not stated. (GPZK)
- 2nd Koolinda from Derby, last port Shark Bay. (VKFC)
- 4th Governor (dredge) from Bunbury, last port not stated. (Unregistered)
- 4th Port Jackson From Capetown, last port Aden. (GZKR)
- 5th Eskbank from Auckland, last port not stated. (GZRJ)
- 7th Queen Elizabeth from Sydney, last port not stated.
- 7th Queen Mary from Sydney, last port not stated.
- 8th Charon from Penang, last port Banjoewangi. (GZJQ)
- 9th Zealandia from Sydney, last port Melbourne. (VJLK)
- 9th HMAS Sydney, at sea.
- 10th Koolama from Darwin, last port Geraldton. (VLKM)
- 10th Querimba from Calcutta, last port Madras. (GKWT)

- 10th Beltana from Port Kembla, last port Sydney. (VLJW)
- 11th Nordnes from Christmas Island, last port not stated. (LJDO)
- 11th Limerick from Sydney, last port Melbourne. (GLJB)
- 12th Kooringa from Newcastle, last port Albany. (VLKR)
- 12th Momba from Cairns, last port Melbourne. (VJGB)
- 13th Katoomba from Sydney, last port not stated. (VJDY)
- 14th Gorgon from Singapore, last port Carnarvon. (MBKC)
- 15th Koomilya from Newcastle, last port Albany. (VJNF)
- 15th HMAS Canberra from sea (Indian Ocean escorting Queen Mary & Queen Elizabeth, Convoy US.13).
- 17th Waimarama from High Seas, last port not stated. (GPGW)
- 19th Duntroon from Melbourne, last port Adelaide. (VLFB)
- 19th Biri from Melbourne, last port not stated. (LCWC)
- 20th Merula from Balikpapan, last port Geraldton. (PFYU)
- 20th Thepsatri Nawa from Christmas Island, last port not stated. (No call sign published in Lloyd's Register of Shipping 1941 or 1942). (HSBA in 1943)
- 21st Uco from Darwin, last port not stated. (VJKR)
- 21st Sarpedon from Liverpool, last port Durban. (GYBG)
- 22nd Salland from Sydney, last port Melbourne. (PHHV)
- 23rd Trojan Star from Beira, last port not stated. (GKMW)
- 24th Barossa from Newcastle, last port not stated. (VLKY)
- 24th Wanganella (Hospital ship) from Suez, last port not stated. (VJPO)
- 27th Trocas from Pladjoe, last port not stated. (GMZR)
- 27th Zaanland from Aden, last port not stated. (PIVS)
- 28th Saidja from Pladjoe, last port not stated. (PHHE)
- 29th Herstein from Calcutta, last port not stated. (LKCE)
- 29th Koolinda from Darwin, last port not stated. (VJFC)
- 29th Themistocles from Sydney, last port Albany. (GMLN)
- 30th Centaur from Singapore, last port Carnarvon. (GMQP)
- 30th Wairuna from Sydney, last port Melbourne. (GNXR)

COMMENT

Call Sign/Signature contained in Lloyd's Register of Shipping 1941/1942/1943. (Lloyd's of London Press Ltd).

It is indeed intriguing that Thepsatri Nawa (F.S. Thaysen, Master) arrived at 4.20p.m. 20 November in Fremantle having sailed the regular sea lane from Christmas Island and at sea on 19 November 1941 without an allocated Secret Call Sign. Deck Log and W/T Log (if available) would be of interest.

Merula Logs (Deck and W/T) (if available) would also be of interest.

DEPARTURES FROM FREMANTLE HARBOUR NOVEMBER 1941

- 1st *Talabot* for Suez, first port of call Adelaide. (LJCP)
 1st *Duntroon* for Melbourne, first port of call Adelaide. (VLFB)
 3rd *Lowana* for Sydney, first port of call Busselton (VJFT)
 4th *Trocas* for Pladjoe, first port of call not stated. (GMZR)
 6th *Koolinda* for Darwin, first port of call Carnarvon ((VJFC)
 7th *Eskbank* for Suez, first port of call Aden (GZRJ)
 8th *Queen Elizabeth* for Overseas
 8th *Queen Mary* for Overseas
 8th *Port Jackson* For Glasgow, first port of call Port Pirie. (GZKR)
 10th *Cyclops* for New Zealand, first port of call not stated. (GPZK)
 10th *Astoria* for Beira, first port of call Geraldton. (OXDB)
 11th *Zealandia* for Overseas, first port of call not stated. (VJLK)
 11th *HMAS Sydney* for Overseas, first port of call not stated.
 11th *Querimba* for Sydney, first port of call Melbourne. (GKWT)
 14th *Charon* for Singapore, first port of call Geraldton. (GZJQ)
 14th *Nordnes* for Bunbury, first port of call not stated. (LJDO)
 14th *Beltana* for Port Augusta, first port of call Bunbury. (VLJW)
 15th *Koolama* for Darwin, first port of call Geraldton. (VLKM)
 15th *Limerick* for Suez, first port of call Massawa. (GLJB)
 16th *Katoomba* for Sydney, first port of call Adelaide. (VJDY)
 16th *HMAS Canberra* for sea.
 17th *Kooringa* for Whyalla, first port of call not stated. (VLKR)
 18th *Momba* for Sydney, first port of call Bunbury. (VJGB)
 19th *Koomilya* for Port Adelaide, first port of call Busselton. (VJNF)
 20th *Gorgon* for Singapore, first port of call Geraldton. (MBKC)
 21st *Merula* for Esperance, first port of call not stated. (PFYU)
 22nd *Duntroon* for Melbourne, first port of call Adelaide. (VLFB)
 22nd *Biri* for Melbourne, first port of call Bunbury. (LCWC)
 23rd *Trojan Star* for Wellington N.Z., first port of call not stated. (GKMW)
 25th *Wanganella* (Hospital Ship) for Eastern States. (VJPQ)
 26th (24th?) *Sarpedon* for Brisbane, first port of call Adelaide. (GYBG)
 27th *Barossa* for Whyalla, first port of call Busselton. (VLKY)
 29th *Zaanland* for Sydney, first port of call not stated. (PIVS)
 30th *Herstein* for Sydney, first port of call Adelaide. (LKCE)
 30th *Thepsatri Nawa* for Bangkok, first port of call Singapore.

ARRIVALS AT GERALDTON NOVEMBER 1941 (*Geraldton Wharf Log November 1941, 57p*).

- 6th *Masula* for Colombo from Bunbury. (GBSQ)
 9th *Koolama* for Fremantle from Shark Bay. (VLKM)
 11th *Astoria* for Beira from Fremantle. (OXDB)
 15th *Charon* for Carnarvon from Fremantle. (GZJQ)

- 16th *Koolama* for Shark Bay from Fremantle. (VLKM)
 17th *Merula* for Fremantle from Balikpapan. (PFYU)
 24th *Gorgon* for Carnarvon from Fremantle. (MBKC)
 26th 2 Sea Planes
 28th Pilot Launch

The ships have been listed for any future researcher's benefit. Some are of extreme interest and their Deck and W/T Logs (if available) should be accessed from Australian Archives NSW. Passenger and/or crew lists are available from Australian Archives WA.

THE SUBMARINE SCARE (16th NOVEMBER 1941)

Many of the 8th Div. Ammunition Sub Park troops reported that the day before handover to *HMS Durban* there was a submarine scare. Handover reportedly took place on 17 November 1941.

'There was panic the next day [after checking smoke on horizon], five days out from Fremantle [16th] there was a sub scare. Sydney left us and Zealandia raced off at full steam. We knew something had been sighted. The old Zealandia shuddered. She was flat out that night' (Lill, J.)

'On the 16th the Sydney disappeared to investigate. We were all intrigued as to why' (Borthwick, C.)

'Merchant seamen on Zealandia said Sydney suspected a submarine' (Gambling, V.)

'Sydney legged it one day to check out the sub' (Wade, A.V.)

'I heard the rumour about the sub. I was often on deck' (Gooley, L.)

'There was a submarine scare. Sydney went off in a rush to investigate' (Coxall, L.)

'I remember hearing the talk about a submarine' (Messenger, A.)

'Yes, I remember the sub scare. I was just looking over the side of the boat [Zealandia], when someone said 'What's that, was it a submarine?'' (Walker, G.)

'There was talk of a sub scare. Different ones lined up along the rails to watch. Sydney left our ship and was away for a short time' (Kelly, W.)

'A minor submarine scare which at least gave us a break from the monotony as our escort ship, H.M.A.S Sydney, sent up her single aircraft in a reconnaissance flight' (Candish, D., 1966, 11p).

COMMENT

I have never heard of 'a minor submarine scare'. A submarine is a submarine, whatever its stripe and a ship goes to Action Stations.

Sydney was capable of detecting a submarine by Asdic and had sufficient speed to outdistance any submarine. *Zealandia* did not. Was the submarine travelling on the surface or was it submerged? Were signals exchanged or were they not? Was it an Allied submarine or was it not?

Australia did not have any submarines in 1941. The British may have had subs operating from the RN naval bases of Trincomalee, Simonstown or Singapore. The Dutch naval base was at Surabaya and the United States at Subic Bay in the Philippines.

Allied subs would have been travelling on the surface, not submerged.

The Ambassador of Japan (Canberra) has accounted for the approximate position of Japanese submarines on 19 November 1941 (*Submission No. 134, Vol 11, 2711-2718p*) and German submarines were supposedly not operational in the Indian Ocean until January 1943.

The question is 'What were the operational positions of all Allied submarines, (including those of the U.S, which had not officially entered WW2), in the Indian Ocean and off the Western Australian coastline between the period 11 November 1941 and 19 November 1941?'

That request was placed before the J.S.C. on F.A.D. & T. at the Melbourne Hearing re the Inquiry into the Circumstances of the Sinking of *HMAS Sydney*.

It is a valid question because I have detected one potential flaw in Japanese naval history that needs to be addressed by the Military History Department, National Institute for Defense Studies, Tokyo.

The destroyer *Shinonome* 'was attacked next day [17th December 1941], by Dutch aircraft, and flying boat X 32 sank the destroyer *Shinonome* at Miri' (*Gill, G.H., 1985, 503p & Page, R.A.H., Vol. 4, 705p*).

'Admiral Helfrich records the loss of *Shinonome* by air attack ("initially this ship was considered as having struck a mine") as confirmed in "most recent Japanese data received Apr 1952". An earlier Japanese document, "Occupation of British Borneo, AL.1096, Dec 1941" records "Enemy air attacks 17-18 December. Destroyer *Shinonome* sunk by bomb" (*Ibid*).

However, the Japanese Military History Department, National Institute for Defense Studies records *Shinonome* as operational and forming part of Marai Butai (Malay

Force), Main Body (sic) Body: (CG "Chokai" DD x 1 EB: (Goeibutai (Escort Group) on 17 February 1942 (*Vol., 11, 2630-1p*).

Miracles occurred during WW2, but I doubt that 62 days is sufficient time to raise, refloat, repair and survey a bombed and sunk destroyer off Miri, Borneo (17.12.41) to an operational condition off the Celebes (Sulawesi) by (17 February 1942).

If the records are incorrect regarding *Shinonome* then Japanese naval history records are fallible in other areas.

SIMULATED NIGHT ATTACKS, STAR SHELLS AND 'MAKING SMOKE'

Unlike the May 1941 convoy of *Zealandia* and *Sydney*, there was no simulated night attack drills using star shells or 'making smoke' during the convoy of 11-17 November 1941.

None of the troops interviewed recall any of the above exercises.

'Can't recall *Sydney* using star shells or making smoke. There were no simulated night attacks' (*Underwood, A. A.*)

'There were no star shells, no smoke screens or simulated night attacks' (*Dowd, J.*)

'A few of us used to sit outside at night, up on deck. I can't remember *Sydney* ever using star shells or smoke screens' (*Reed, T.*)

According to *Zealandia's* Log there were two Boat Drills. One occurred on the 12 November and the other on 17 November 1941.

'2-00pm 12-11-41. At Sea. All troops mustered at Boat Stations, & instructed re use of lifejackets & embarkation into lifeboats' (*AA (NSW) Series: SP290/2 Item: Zealandia Log 29/10/41 - 19/2/42*).

'3.45pm 17.11.41. At Sea. All troops mustered at Boat Stations & instructed re use of lifejackets & embarkation into lifeboats' (*Ibid*).

WEATHER DURING PERIOD 11 NOVEMBER 1941 & 17 NOVEMBER 1941

The weather and the sea were reported to have been excellent for sailing. A thunderstorm with lightning was experienced a day out from Singapore.

'The sea was very calm, perfect, as flat as a millpond. Saw flying fish and sea snakes on the paravanes. I'd never seen sea snakes or flying fish before' (*Dowd, J.*).

'A few thunderstorms near Singapore' (*Ibid*)

'The weather was dead calm. Good weather. Lightning out of Singapore' (Gambling, V.)

'The weather was good' (Wade, A.V.)

'Water was like a millpond. Very calm weather' (Gooley, L.,)

'Dead flat calm sea. Like a duck pond' (Pope, R.).

HANDOVER OF ESCORT TO HMS DURBAN

Handover of *Zealandia* to *Durban* supposedly occurred at 0001Z/17 at 7°15'S, 104°40'E, CinC China signal DTG 0321Z/13 November 1941 (AA MP1074/4 Inward Signal Packs (Classified and Unclassified) 1939-1964).

Zealandia arrived in Keppel Harbour, Singapore on Thursday 20 November 1941.

The distance between the stated handover position and Keppel Harbour, Singapore is approximately 625 miles.

At 8 knots = 78 hours

At 11 knots = 57 hours

At 14 knots = 44 hours

Zealandia must have limped along at 8 knots.

Computations courtesy of Lt. Cdr. Ean McDonald Ret.

There are discrepancies in the reported handover time amongst the men of the 8 Div. Ammunition Sub Park.

Some recall that *Sydney* and *Durban* were present at handover and some recall an early morning or post noon handover. Some cannot recall seeing *Durban*.

'On Monday 17 November the HMAS *Sydney* steamed ahead of us to meet the HMS *Durban* our new escort, after which she returned to us full steam ahead with all message flags flying' (Reed, T.)

'There was emergency drill when *Sydney* went to meet *Durban* about 2.30pm. *Sydney* came back at full speed' (Ibid).

'She left us for good at first light the next day [17th]' (Doolan, B.)

'In the afternoon...the HMS *Durban* arrived to take over escort from the *Sydney*' (Venables, M.,)

'HMS *Durban* was present on handover' (Pope, R.)

'*Durban* was just ahead on handover. It was just near midday or shortly thereafter' (Walker, G.)

'Can't remember *Durban* on horizon. Handover was at noon on the 17th' (Messenger, A.)

'*Durban* not necessarily in sight in Sunda Strait' (Miller, S)

'I recall that on 17 November we were handed over to HMS *Durban*, a sleek, white, beautiful line – low to the waterline' (Underwood, O.)

'HMS *Durban* in sight on handover' (Harris, J.).

COMMENT

It was requested at the Melbourne Hearing that the J.S.C. on F.A.D. & T at the Inquiry into the Circumstances of the Sinking of HMAS *Sydney* to access the Log/s (Deck & W/T) of HMS *Durban* from the Ministry of Defence U.K. to determine exact handover time (if possible).

DORNIER FLYING BOAT

Three personnel reported the presence of Dornier Flying Boats.

'Two flying boats came out from Java before [before 17th] the HMS *Durban* arrived' (Doolan, B.)

'There was a Dornier flying boat about a day or so before [18-19th?] reaching Singapore' (Lill, J.)

'A Dutch flying boat flew over *Zealandia*. It was so low that we could see the pilot and the observer. I saw the machine gun towards the back [of the Dornier]. We were going North...it flew in the same direction as we were going. The flying boat was present when *Durban* [17th] was there' (Walker, G.)

'We were doing Boat Drill when we saw the Dornier. We were up on top deck' (Ibid).

'We [all] saw it and were told about it over the intercom' (Ibid).

Part of the troops training aboard *Zealandia* was to recognize the outlines of Allied and enemy aircraft. There was a board with the shapes of aircraft pinned to it.

COMMENT

The J.S.C. on F.A.D & T Inquiry into the Circumstances of the Sinking of HMAS Sydney were requested at the Melbourne Hearing to access from British and Dutch Archives signal packs from CinC China (Singapore) to CZM (Royal Netherlands Navy, NEI) for signals regarding Dornier flying boat reconnaissance in connection with HMS Durban/HMAS Sydney & HMAS Zealandia.

SYDNEY AND THE WALRUS

HMAS Sydney was reported to have kept close escort during the convoy and 'cruised around Zealandia like a mother hen' (Pope, R.)

'Always buzzing about – always busy' (Messenger, A.)

'The Sydney during escort...kept to the rear of the Zealandia, at the most a couple of miles away...usually to port' (Venables, M., 1993).

'She [Sydney] often used to go away and do a detour just looking around' (Reed, T.)

At other times she would disappear to investigate smoke on the horizon and the suspected submarine.

The Walrus was often catapulted off Sydney for reconnaissance and was winched onboard afterwards.

'The Walrus was aloft every day' (Dowd, J.)

'The plane took off to scout around' (Pope, R.)

'The Sydney put her light aircraft in the water...it flew out...and was [winched] on board again' (Venables, M., 1993).

The Walrus was aloft just before handover to Durban.

'The plane was up in the air just before handover' (Paterson, B.)

'The plane had been up on recce just before leaving' (Kelly, R.).

'Walrus in the air at least twice between 11 November and the 17th' (Reed, T.)

COMPARISONS BETWEEN MAY 1941 AND NOVEMBER 1941

'Sydney's employment subsequent to Burnett's taking command was routine work. During May and June [1941] she escorted Zealandia to Malaya from Fremantle, handing over escort to H.M.S Danae off Sunda Strait' (Gill, G.H., 1985, 451p).

Sister Betty Jeffrey, author of *White Coolies* (recently made into the film called *'Paradise Road'*), Sister E.M. 'Betty' Bradwell SFX 11646 and Sr. Marjorie Blacker were transported aboard *Zealandia* in May 1941 to 2/10 A.G.H. Malacca.

The Australian Army nursing sisters in Singapore were evacuated in two groups a few days before the fall of Singapore. Sr. E. M. Bradwell and Marjorie Blacker were evacuated on *Empire Star* in Convoy SJ.2. They arrived safely in Fremantle.

Sr. Betty Jeffrey was ordered to leave Singapore on the 12 February 1942 in the *Vyner Brooke*. She became a prisoner of war.

ZEALANDIA MAY 1941.

The trip across the Bight was so rough that Sr. Betty Jeffrey *'bought herself a pot plant called "Agatha" to take her mind off sea sickness' (Bradwell, E.M).*

Sr. E.M. 'Betty' Bradwell remembers with affection *'playing checkers with the 2nd Mate [Reg Forster], up on the Bridge' (Bradwell, E., 1997). 'He was a bit grumpy, didn't want to go on the Zealandia but he was very kind to us' (Ibid). 'We called him Uncle Reg'(Ibid).*

'Imagine my delight when in camp at Wayville in 1941, the Matron asked me if I was a good sailor and would I like a Sea Ambulance voyage? There were fourteen Sisters who eventually arrived at Station Pier, Melbourne – expecting to see either the Queen Mary or Queen Elizabeth no less, but instead there was the TSS Zealandia. She had been a troopship during World War I so was anything but modern, however, though terribly crowded, we couldn't have been on a happier ship. The decks were all boarded up and hammocks for troops were to be dodged everywhere we moved. The Sisters were four to a two berth cabin with all our gear – trunks and all, and what with blackout at night anything but comfortable' (Blacker, J., 12p)

'The HMAS Hobart escorted us to Perth and I didn't think that we were liked very much because we were so slow, due to bad coal, they said. After leaving Fremantle we were escorted by the dear HMAS Sydney who used to send messages to the Sisters on board. The Captain had our mattresses brought up on deck below the bridge each night which meant a good night's sleep, to add to our enjoyment the Sydney used to send up Star shells at early dawn, or make smoke screens probably not for our benefit but it seemed so. Captain Kerr [Zealandia] and his crew made our trip as pleasant as possible' (Ibid, 13p).

4170

Captain Joseph Burnett succeeded Captain John Collins in command of *Sydney* on 15 May 1941.

There is a world of difference in the command of *Sydney* during May 1941 and November 1941. There were no Star Shells or smoke screens for entertainment.

CONVOY US.14?

Logically, the Convoy number for *Sydney* and *Zealandia* should have been Convoy US.14.

Convoy US.13 comprising *Queen Mary* and *Queen Elizabeth* escorted by *HMAS Canberra* departed Fremantle 8 November 1941 (*AA Series: MPI049/5 Item: 2026/16/469 Title: Transport Forms, Numbers Personnel, Convoy US.13 Outward and Return Trip, Date Range: March 1941 to April 1942*)

Convoy US.14 applies to reinforcements for Malaya in late November 1941 (*Series D845/1 Item: 1941/458 Title: Convoy US.13 & 14*).

I believe that *Sydney* and *Zealandia* was the only Convoy without a designated prefix number in WW2 and there is no Report of Proceedings or the usual wealth of information available from Australian Archives that is associated with other Convoys.

OFFICIAL LOG BOOK HMAS ZEALANDIA & MISSING WIRELESS LOGS

The Official Log Book for *HMAS Zealandia* (*AA (NSW) Series: SP 290/2 Item: Zealandia Log 29/10/41-19/2/42*) appears to be a reconstructed Log. Information is generalized and bland. It gives no insight into anything.

It gives sparse information on the *Zealandia's* activities and nothing about observations or position (exact latitude and longitude) on any day.

An annotation on the front page of the Official Log Book states that the Wireless Logs were destroyed.

It is possible that the original Deck Log and Wireless Log were confiscated by the RN or RAN in Singapore. It was well known that *Sydney* had been lost by 23 November 1941. *Zealandia* departed Singapore 26 November 1941.

The Official Log Book seems to be written in the same hand, on the same day for weeks at a time until 1 February 1942. Thereafter it is reconstructed in much the same fashion until the date of *Zealandia's* sinking in Darwin Harbour 19 February 1942.

4171

Captain R. Kerr, Master Mariner: of Seaforth, NSW, b. Scotland, 1883, Died 15 February 1949 (*Gill, G.H., 1985, 592p annotations*).

I doubt that the uninteresting Official Ship's Log was Captain R Kerr's fault.

'A PROPER ENGLISH ADMIRAL'

In all aspects, the escort and reconnaissance duties of *HMAS Sydney* during the period 11 November 1941 to 17 November 1941 were the epitome of a 'very proper model of a proper English Admiral'.

There was nothing untoward in the convoy and reconnaissance duties of *Sydney* that presaged the event of 19/20 November 1941.

THE LAST FAREWELL

I believe the observations and memories of Tom Reed O.A.M., Max Venables and Frank O'Neill are succinct:

'The Sydney sailors were all lined up on the deck of their ship and we soldiers were impressed by the way the Sydney circled us in ceremonial parade before heading south and the Durban heading north to Singapore' (Venables, M., 20 November 1995).

'Sydney's band played 'Waltzing Matilda' (O'Neill, F.)

'On Monday 17th November the HMAS Sydney steamed ahead of us to meet the HMS Durban our new escort, after which she returned to us full steam ahead with all message flags flying' (Read, T., 21 October 1996).

'The message read - 'GOODBYE - GOOD LUCK AND GOOD SHOOTING TO ALL ON BOARD' (Ibid).

'What a wonderful sight (Ibid).

CONCLUSION

If the written records are missing/destroyed or inadequate, or no previous historian or researcher has 'given life' to six vital days of *HMAS Sydney's* history, then there is value in gathering Oral History after all.

SHIPS SPECIFICATIONS

Astoria

Lloyd's No: 70119 (41) 19642 (42)
 Official No: Not allocated
 Call Sign: OXDB
 D.F. 1 Deck Tw. Scr.
 Gross Tonnage: 4454
 Built: 1926
 By: Akt. Nakskov Skibs, Nakskov
 Owners: A/S D/S Orient
 Port of Registry: Copenhagen (41) Commonwealth of Australia (42)
 Flag: Danish (41) British (42)

Barossa

Lloyd's No: 70556
 Official No: 159574
 Call Sign: VLKY
 1 Deck
 Gross Tonnage: 4239
 Built: 1938
 By: Caledon. S. B. & E. Co. Ltd., Dundee
 Owners: The Adelaide S. S. Co. Ltd.
 Port of Registry: Melbourne
 Flag: British

Beltana

Lloyd's No: 70703
 Official No: 159566
 Call Sign: VLJW
 1 deck & shelter deck, Cruiser stern
 Gross Tonnage: 3043
 Built: 1937
 By: Caledonian S. B. & E. Co. Ltd. Dundee
 Owners: The Adelaide Steamship Co. Ltd.
 Port of Registry: Melbourne
 Flag: British

Biri

Lloyd's No: 70875
 Official No: Not allocated
 Call Sign: LCWC
 Tw. Scr. Wireless. D.F. 1 Deck
 Gross Tonnage: 940
 Built: 1914
 By: Nylands Vaerksted, Oslo
 Owners: A/S Ganger Rolf (Fred Olsen & Co. Mgrs)
 Port of Registry: Oslo
 Flag: Norwegian

Centaur

Lloyd's No: 71947
 Official No: 147275
 Call Sign: GMQP
 (P) Oil eng. 2 Decks & Shade deck
 Gross Tonnage: 3222
 Built: 1924
 By: Scott's S. B. & Eng. Co. Ltd., Greenock
 Owners: Ocean S. S. Co. Ltd. (A. Holt & Co. Mgrs)
 Port of Registry: Liverpool
 Flag: British

Charon

Lloyd's No: 72044
 Official No: 164308
 Call Sign: GZJQ
 (P) E.S.D. Oil eng. 2 decks -- shelter deck
 Gross Tonnage: 3703
 Built: 1936
 By: Caledon S. B & E. Co. Ltd., Dundee
 Owners: Ocean S.S. Co. Ltd. (A. Holt & Co. Mgrs)
 Port of Registry: Liverpool
 Flag: British

Cyclops

Lloyd's No: 72850
 Official No: 123978
 Call Sign: GPZK
 (P) D.F. Tw. Scr. 3 Decks

4174

Gross Tonnage: 9076
 Built: 1906
 By: D & W Henderson & Co. Ltd., Glasgow
 Owners: Ocean S. S. Co. Ltd. (A. Holt & Co. Mgrs)
 Port of Registry: Liverpool
 Flag: British

Duntroon

Lloyd's No: 73464
 Official No: 159556
 Call Sign: VLFB
 (P) Tw. Scr. Oil eng. D.F. E.S.D. 3 Decks Cruiser stern
 Gross Tonnage: 10346
 Built: 1935
 By: Swan Hunter & Wigham Richardson Ltd., Newcastle
 Owners: Melbourne S.S. Co. Ltd.
 Port of Registry: Melbourne
 Flag: British

Eskbank

Lloyd's No: 74029
 Official No: 164117
 Call Sign: GZRJ
 Oil eng. 1 Deck. D.F. E.S.D.
 Gross Tonnage: 5137
 Built: 1937
 By: Wm. Doxford & Sons Ltd., Sunderland
 Owners: Inver. Transport & Trading Co. Ltd. (A. Weir & Co. Mgrs)
 Port of Registry: Glasgow
 Flag: British

Gorgon

Lloyd's No: 75066
 Official No: 162391
 Call Sign: MBKC
 (P) Oil eng. 3 Decks
 Gross Tonnage: 3533
 Built: 1933
 By: Caledon S. B. & E. Co. Ltd, Dundee
 Owners: Ocean S.S. Co. Ltd. (A. Holt & Co. Mgrs.)
 Port of Registry: Liverpool
 Flag: British

4175

Herstein

Lloyd's No: 75839
 Official No: Not allocated in 41
 Call Sign: LKCE
 Oil eng. 1 Deck & Shelter Deck. Cruiser stern
 Gross Tonnage: 5100
 Built: 1939
 By: Akt. Burmeistr & Wain, Copenhagen
 Owners: Skibs A/S Herstein (Herlofsen, Sigurd & Co. A/S)
 Port of Registry: Oslo
 Flag: Norwegian

Katoomba

Lloyd's No: 77240
 Official No: 132443
 Call Sign: VJDY
 (P) Trp. Scr. 2 Decks (stl) & 3rd deck (stl)
 Gross Tonnage: 9424
 Built: 1913
 By: Harland & Wolff Ltd. Belfast
 Owners: McIlwraith McEarchen Ltd.
 Port of Registry: Melbourne
 Flag: British

Koolama

Lloyd's Reg. No: 77688
 Official Reg. No: 140184
 Call sign: VLKM
 (P) Tw. Scr. Oil Eng. D.F. 1 deck 2nd deck in forward holds. Shade deck, Cruiser stern
 Gross Tonnage: 4068
 Built: 1938
 By: Harland & Wolff Ltd., Glasgow
 Owners: Government of Western Australia
 Port of Registry: Fremantle
 Flag: British

Koolinda

Lloyd's No: 77691
 Official No: 140160
 Call Sign: VJFC

4176

(P) Tw. Scr. Oil eng. 2 Decks (stl – Weather Deck – teak)
 Gross Tonnage: 4372
 Built: 1926
 By: Harland & Wolff Ltd., Glasgow
 Owners: Government of Western Australia
 Port of Registry: Fremantle
 Flag: British

Koomilva

Lloyd's No: 77692
 Official No: 153934
 Call Sign: VJNF
 1 Deck (stl) & shelter deck (stl)
 Gross Tonnage: 1592
 Built: 1929
 By: Caledon. S. B. & E. Co. Ltd. Dundee
 Owners: McIlwraith McEarchen Ltd.
 Port of Registry: Melbourne
 Flag: British

Kooringa

Lloyd's No: 77696
 Official No: 159573
 Call Sign: VLKR
 1 Deck & Shelter deck. Cruiser stern
 Gross Tonnage: 3292
 Built: 1928
 By: Caled. S. B. & E. Co. Ltd. Dundee
 Owners: McIlwraith McEarchen Ltd.
 Port of Registry: Melbourne
 Flag: British

Limerick

Lloyd's No: 78347
 Official No: 148634
 Call Sign: GLJB
 Tw. Scr. Oil eng. 2 Decks (stl) & Shelter deck (stl) Cruiser stern
 Gross Tonnage: 8724
 Built: 1925
 By: W. Hamilton & Co. Ltd. Port Glasgow
 Owners: Irish Counties Steamers (Union S.S. Co. of N.Z. Ltd. Mgrs)
 Port of Registry: London
 Flag: British

4177

Lowana

Lloyd's No: 78538
 Official No: 151814
 Call Sign: VJFT
 1 Deck (stl) & Shelter deck
 Gross Tonnage: 3021
 Built: 1924
 By: Dunlop, Bremner & Co. Ltd., Port Glasgow
 Owners: Melbourne S.S. Co. Ltd
 Port of Registry: Melbourne
 Flag: British

Masula

Lloyd's No: 79226
 Official No: 141904
 Call Sign: GBSQ
 Tw. Scr. 2 Decks (stl)
 Gross Tonnage: 7324
 Built: 1919
 By: Barclay Curle & Co. Ltd., Glasgow
 Owners: British India Steam Navig. Co. Ltd.
 Port of Registry: Glasgow
 Flag: British

Merula

Lloyd's No: 79452
 Official No: Not allocated
 Call Sign: PFYU
 Tw. Scr. Oil eng. D.F. 1 Deck (stl) 2nd deck (stl)
 Gross Tonnage: 8228
 Built: 1932
 By: N V Nederl. Schps. Maats., Amsterdam
 Owners: N V Petroleum Maats, "La Corona"
 Port of Registry: The Hague
 Flag: Dutch

Momba

Lloyd's No: 79667
 Official No: 152022
 Call Sign: VJGB
 Oil eng. 1 Deck (stl) Cruiser stern

Gross Tonnage: 3021
 Built: 1926
 By: Akt. Burmeistr & Wain, Copenhagen
 Owners: The Adelaide S.S. Co. Ltd.
 Port of Registry: Melbourne
 Flag: British

Nordnes (ex Aurora)

Lloyd's No: 80418
 Official No: not allocated
 Call Sign: LJDO
 Oil eng. 1 Deck (stl) & Shelter Deck (stl) Cruiser stern
 Gross Tonnage: 4037
 Built: 1932
 By: Gotaverken A/B, Gothenburg
 Owners: H. Kuhnle
 Port of Registry: Bergen
 Flag: Norwegian

Port Jackson

Lloyd's No: 81624
 Official No: 165383
 Call Sign: GZKR
 D.F. E.S.D. Tw. Scr. Oil eng. 2 Decks Cruiser stern
 Gross Tonnage: 9687
 Built: 1937
 By: Swan Hunter & Wigham Richardson Ltd., Newcastle
 Owners: Port Line Ltd.
 Port of Registry: London
 Flag: British

Querimba

Lloyd's No: 81910
 Official No: 148548
 Call Sign: GKWT
 2 decks (stl) & shelter deck - stl
 Gross Tonnage: 7769
 Built: 1925
 By: W. Gray & Co. Ltd. Sunderland
 Owners: British India Steam Navig. Co. Ltd.
 Port of Registry: London
 Flag: British

Saidja

Lloyd's No.
 Official No: Not allocated in 41
 Call Sign: PHHE
 D.F. E.S.D. Tw. Scr. 1 Deck Cruiser stern
 Gross Tonnage: 6671
 Built: 1939
 By: N.V. Rotterdam Droogd. Maats. (New Waterway S B Co. Schiedam)
 Owners: Nederl. Indische Tankstoomboot Maats
 Port of Registry: The Hague
 Flag: Dutch

Salland

Lloyd's No: 82701
 Official No: Not allocated
 Call Sign: PHHV
 Cruiser stern 2 decks
 Gross Tonnage: 6447
 Built: 1920
 By: Barclay, Curle & Co. Ltd., Glasgow
 Owners: N.V. tot Voortzetting van den Koninklijken, Hollandschen Lloyd
 Port of Registry: Amsterdam
 Flag: Dutch

Sarpedon

Lloyd's No: 63693
 Official No: 139920
 Call Sign: GYBG
 Wireless. D.F. E.S.D.
 Gross Tonnage: 331
 Built: 1916
 By: Cook, Wellington & Gemmell Ltd., Beverley.
 Owners: Standard Steam Fishing Co. Ltd.
 Port of Registry: Grimsby
 Flag: British

Talabot

Lloyd's No: 84411
 Official No: Not allocated
 Call Sign: LJCP
 Oil Eng. D.F. E.S.D. GyC 1 Deck & Shelter Deck Cruiser stern

4180

Gross Tonnage: 6798
 Built: 1936
 By: Gotaverken A/B., Gothenburg
 Owners: Wilh. Wilhelmsen
 Port of Registry: Tonsberg
 Flag: Norwegian

Themistocles

Lloyd's No: 84717
 Official No: 129349
 Call Sign: GMLN
 (P) Tw. Scr. D.F. E.S.D. 2 Decks (stl) & Awning deck
 Gross Tonnage: 11231
 Built: 1911
 By: Harland & Wolff Ltd., Belfast
 Owners: Norfolk & North American Steam Shipping Co. Ltd. (Shaw Savill & Albion Co. Ltd., Mgrs)
 Port of Registry: Southampton
 Flag: British

Thepsatri Nawa (ex Admiral Senn -40, ex Sulanierco)

Lloyd's No: 33399 (41) 83559 (43)
 Official No: Not allocated (41, 42 or 43)
 Call Sign: Not allocated (41 or 42) (HSBA (43)
 1 deck (stl) Fitted for oil 1 DR geared steam turb. eng.
 Built: 1920
 By: Submarine Boat Corp., Newark, N.J.
 Owners: Thai Maritime Navig. Co. Ltd.
 Port of Registry: Bangkok
 Flag: Thai

Trocas

Lloyd's No: 85213
 Official No: 149833
 Call Sign: GMZR
 Oil eng D.F. E.S.D. Cruiser stern 1 Deck
 Gross Tonnage: 7406
 Built: 1927
 By: Rotterdam Droogd. Maat., Rotterdam
 Owners: Anglo-Saxon Petroleum Co. Ltd.
 Port of Registry: London
 Flag: British

4181

Trojan Star (ex Trojanstar ex La Perouse)

Lloyd's No: 85218
 Official No: 148498
 Call Sign: GKMW
 Tw. Scr. 4 mast. D.F.
 Gross Tonnage: 9037
 Built: 1916
 By: Atel. & Ch. De France
 Owners: Blue Star Line Ltd.
 Port of Registry: London
 Flag: British

Uco

Lloyd's No: 65433
 Official No: 143780
 Call Sign: VJKR
 Wireless (tug)
 Gross Tonnage: 370
 Built: 1919
 By: Murdoch & Murray Ltd., Port Glasgow
 Owners: the Adelaide S. S. Co. Ltd.
 Port of Registry: Melbourne
 Flag: British

Waimarama

Lloyd's No: 85999
 Official No: 166817
 Call Sign: GPGW
 D.F. E.S.D. GyC. Tw. Scr. Oil eng. 3 decks Cruiser stern
 Gross Tonnage: 12843
 Built: 1938
 By: Harland & Wolff Ltd., Belfast
 Owners: Shaw Savill & Albion Co. Ltd.
 Port of Registry: Southampton
 Flag: British

Wairuna ex Polescar, ex Gibraltar

Lloyd's No: 86012
 Official No: 132926
 Call Sign: GNXR
 2 Decks (stl - U teak)

Gross Tonnage: 5832
 Built: 1914
 By: Flensburger Schiffsb. Ges. Flensburg
 Owners: Union S.S. Co. of N.Z. Ltd.
 Port of Registry: London
 Flag: British

Wanganella

Lloyd's No: 86054
 Official No: 153940
 Call Sign: VJPQ
 (P) TW. Scr. Oil eng. 2 Decks (stl & Weather Deck) 3rd Deck (stl) Cruiser stern
 Gross Tonnage: 9576
 Built: 1932
 By: Harland & Wolff Ltd.
 Owners: Huddart Parker Ltd.
 Port of Registry: Melbourne
 Flag: British

Zaanland

Lloyd's No: 35147
 Official No: Not allocated in (41 or 42)
 Call Sign: PIVS
 D.F. 2 Decks (stl) & Shelter Deck (stl) Cruiser stern
 Gross Tonnage: 6813
 Built: 1921
 By: Barclay Curle & Co. Ltd., Glasgow
 Owners: N.V. tot Voortzetting van den Koninklijken Hollandschen Lloyd.
 Port of Registry: Amsterdam
 Flag: Dutch

Zealandia

Lloyd's Reg. No: 86644
 Official Reg. No: 120764
 Call Sign: VJLK
 (P) 2 decks (stl) & shelter deck (stl - teak s & web frame)
 Gross Tonnage: 6683
 Built: 1910
 By: J. Brown & Co Ltd. Clydebank
 Owners: Huddart Parker Ltd.
 Port of Registry: Melbourne
 Flag: British

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 O'Neill, F.F., 1997, *There Were No Hugs*, Self Published, Hillcrest, S.A.
 Lloyd's Register of Shipping (1941/1942/1942) Lloyd's Of London Press Ltd.

PRIVATE COMMUNICATIONS:

REED Thomas Ashton ('Spike') O.A.M. SX 8082 ('H' Force)
 DOOLAN Charles Francis Martin ('Barney') SX ('D' Force)
 VENABLES Maxwell Roy (Max) SX 9086 ('F' Force)
 KELLY William Frederick (Bill) SX 3322 ('D' Force)
 WALKER George Harry ('Bootie') SX 9141 ('D' Force)
 PATERSON Walter George ('Banjo') SX 9258 ('D' Force)
 POPE Reginald Charles (Reg) SX 9257 ('D' Force)
 LILL John Angus SX 11661 ('D' Force)
 DOWD John Francis (Jack) ('Dooda') SX 11660 ('F' Force)
 O'NEILL Francis Frederick (Frank) SX 14586 ('J' Force)
 MESSENGER Allan Keith ('Steak') SX 9613 ('A' Force)
 BORTHWICK John Colin SX 10813 ('F' Force)
 HARRIS Leonard Jeffrey ('Bluey') SX 11343 ('F' Force)
 COXALL Lawrence John (Lawrie) SX 10080 ('F' Force)
 MILLER Spencer James SX 10252 ('F' Force)
 GOOLEY Leonard Walter (Len) ('Bluey') SX 14638 ('D' Force)
 HARRIS Jefferson Murray (Jeff) SX 4682 ('A' Force)
 WADE Albert Victor (Bert) ('Rump') SX 10675 ('D' Force)
 UNDERWOOD Os SX 503
 GAMBLING Vic QX 23706
 BRADWELL E.M. 'Betty' SFX 11646
 McDONALD EAN RANR LCDR (Retd)

PERSONAL DIARIES:

GLASGOW, Robert V. (Major) O.C. 8 Div Ammunition Sub Park
 KENNY, Kevin, Magill SA
 VENABLES, Max, Glenelg, S.A.

ARTICLES:

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