

In October 1940 ships in the Mediterranean had their scuttles welded shut to prevent them being opened by bomb blast or other damage. This may have applied to Sydney as well, however, they may have been opened up again on arrival back in Australia. Notwithstanding this, when challenging a foreign unidentified ship at sea and going to action stations all watertight doors and openings as well as hatches (X, Y and Z openings) for damage control purposes, are always shut. Photographs by FSF show Sydney's scuttles (not portholes) all open. I find it difficult to believe a naval officer would call them portholes. See following attachments.



At action stations Sydney's scuttles would have been all closed.