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HMAS Sydney II Commission of Inquiry.
Additional for Part One of Seven Parts.

The Secretary,

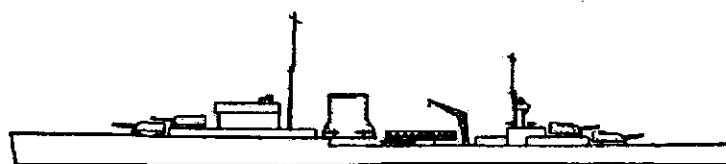
Dear Sir,

Sing my original submission these further items have come to notice and need to be included in my submission.

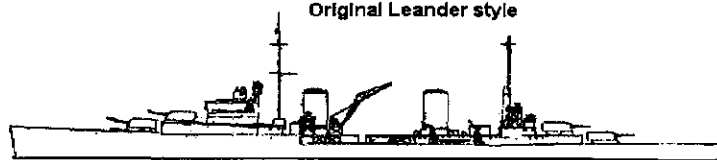
Regarding the monitoring of Distress frequency on 600 metres (500 Kilocycles (Kilohertz)). Initially in 1912, then again in 1914, 1920, and 1927, the basic International Agreement for the Regulation of Safety of Life at Sea came into being. The regulations for distress signaling and wireless telegraphy were laid down and accepted world wide. It covered sixty articles including life saving equipment, wireless telegraphy, etc. These regulations were amended and widened again in October 1930 and in May 1936. *HMAS Sydney*, like all other ships at sea would have strictly monitored 500 kc/s and observed all the international regulations pertaining to them. This would have been done in the Direction Finding compartment at the back of the Bridge area.

Further to my earlier submission regarding the Leander Class and Modified Leander Class cruisers, Paul Clayton in an article entitled *RAN Cruisers WW2 – The Light Cruisers*, wrote :

“Thus, the 3 RAN cruisers, with the aircraft launching facility between 2 slim funnels, were readily distinguished from the *Leanders* serving with RN and RNZN. Despite this obvious difference, *Hobart*, *Perth* and *Sydney* are frequently depicted in the one funnel configuration of the original *Leander*.”



Original Leander style



Modified Leander style

Even Tom Frame in his book *HMAS Sydney, Loss and Controversy*, seemed to have gotten it wrong, illustrating the wrong type of ship.

The photograph of 'A' turret, described as having the deck bent backwards over the gun barrels by the torpedo explosion, seems to be incorrect. The sheet of metal over the barrels appears to be a single plate – it has no jagged edges similar to the rear of the upturned bows, but has clean straight edges. The Germans also described the torpedo hitting beneath 'B' turret, or between 'A' and 'B' turrets, not forward of 'A' turret.

Once again, further to my earlier submission and the notes on gun turrets, it can be seen that four turret photographs were released by FSF. One in particular of 'B' turret, missing half the turret roof, clearly shows the entry hatch at the rear of the turret on the port side (of the turret). The video released of the ROV footage shows yet another different turret. It has the entry hatch on the starboard side rear of the turret (photographs supplied).

Also attached, is additional information on the *Sydney's* wireless equipment. There are letters attached to the transmitter model number to indicate any modification and what was included on the transmitter or whether it was transportable, for instance. Example applying to *Sydney* is 60E (E - battery available if mains failed), Another example would be the Type 52ERT, with the Type 52 transmitter fitted for E - battery available, R - fitted for Radio Telephony (R/T) and T – transportable. *Sydney* had a 52T – transportable only, but was **not** fitted with R/T.

Sydney's receivers were fitted as :

Main Wireless office

2 x A19's (15-1550 Kc/s), 1 x B12 (150-1500 Kc/s), 1 x B11 (900-23000 Kc/s).

2nd Wireless office

1 x A19, 1 x B11, 1 x B13 (15-20000 Kc/s)

Aux wireless office

1 x B12, 1 x B11, 1 x B13

Wa/T and A.C. outfit – Rotating Coil AE system, simultaneous H/F-M/F D/F.

Ship's voltage was 220v.

The 52T transportable freq range 3000-6000 kcs, range approx 12 miles (no R/T).

(Attached list of Suffix letters for Transmitters)

Finally, if *Sydney* sank stern first as the search group have indicated how did the torpedo tubes become dislodged and why were only two torpedoes fired. One would think that a full spread of four torpedoes would have a far better chance of a hit than only half that number. If the sinking was so violent as to *dislodge the torpedo tubes*, then surely the lifeboats would not have ended up piled together as they are represented to be.

Shoes scattered across the sea floor are surely indicative of swimmers being in the water and kicking off their shoes as they attempted to stay afloat.

The entire scenario presented by FSF follows closely that of the *Bismarck*. It can be seen in Ballard's book on his original discovery of the *Bismarck*. Ship sinking stern first,

shows and seaboots, ladders, gas mask, torpedoes etc all parallel *Bismarck*'s photographs. In fact, it would be difficult to distinguish between the two wreck sites looking at the debris field.

In the Mediterranean alone, there were nine light cruisers sunk, all with the same or similar equipment, guns etc including *HMS Liverpool*, which lost her bows, but managed to survive, being towed backwards to port for repairs. It would be simple enough to assemble sonar images, underwater photographs and video footage to present the German version of the story. Yet none of these photographs or video images make sense, nor does the German version of the story. Mixing *Kormoran* and *Sydney* video, with the title *ROV Footage of HMAS Sydney* doesn't help especially with no dialogue or even subtitled, yet how long did it take to prepare the video ? The video itself was certainly below what could be called an acceptable standard.

This discovery needs to be verified far better than it has been so far and completely documented and all of the photographs and video made available. I have been accused of attacking the personal integrity of some people, but that is not my intention. As I asked before, why was no former crew member of the *Sydney* invited to participate in the search ? The people who were invited along, had little real first hand knowledge of the ship or the equipment. Certainly, a lot has been mis-identified, by someone unfamiliar with the *Sydney* and its fittings. If they saw what they believed to be the *Sydney*, fine, I have no problem with that, but you can't always believe what you see, especially if you don't expect anything else. Perhaps Captain Burnett could vouch for that.

This criticism is made, admittedly on brief glimpses, close up photographs of unidentifiable areas of the ship and guns. Little of the actual superstructure is shown but what is does not stand up to scrutiny at all, especially the funnel and searchlight platform. Even the photograph of the gas mask on the sea floor does not seem to have much of a resemblance to RAN issue. Note the lack of three ribs around the top and bottom of the cannister (photographs attached).

When all of these questions have been explained then I will be satisfied they have found the *Sydney*, until then I reserve the right to question every single thing about this discovery.

