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Mr. T.R.H. Cole, AO., RFD., QC.,  
Commissioner  
HMAS SYDNEY II  
Commission of Inquiry  
Office of the Chief of Defence  
270 Pitt Street  
Sydney 2000

B.O'Sullivan  
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Dear Sir,

POSTSCRIPT TO 'THE FINAL HOUR' 16<sup>TH</sup> FEBRUARY 2009

The argument offered in the above 'Final Hour' may be authenticated by checking the alignment of the wrecks against the true meridian, and so finding the heading of both ships when they sank.

I am unable to do this myself because I haven't the information required, but I feel HMAS SYDNEY would be laying in an ESE/WNW, the direction she was heading when steaming away to 'safety'

When KORMORAN lost all power, her approximate 8000 tonnes deadweight would have caused her to continue making way, for another 10 or 15 minutes, (about 1800), but because of the lack of power to the steering gear unable to control direction, but her heading was influenced by the wind. If the wind was still on her port bow, she would have turned with the wind into the WSWly swell rather quickly, and smoke from her own fire would have obscured SYDNEY. I feel KORMORAN had passed through the wind's direction, causing her to drift and turn with the wind, slowly passing through the East, North and West points before finally settling on her drift heading, with the wind on her port beam, and heading into the WSW swell. The drifting turn would have taken some time, as much as 45 minutes or more. (1845 or later, when she would have drifted on this heading, but carried to the NNW at 1.5 knots by the combined current and wind set and drift).

This would have allowed Detmers while still on his Bridge, a clear view of SYDNEY and in sight until, "*at 1825, the enemy disappeared from sight*".

In both instances, there would have been little or no chance of directing gunfire at SYDNEY, for all guns would have soon passed through their firing arcs, also the target was greatly diminished, by reason of only presenting the stern profile and the badly damaged forward area sheltered from sight and gunfire.

Yours sincerely,

Bernard O'Sullivan  
16<sup>th</sup> March 2009