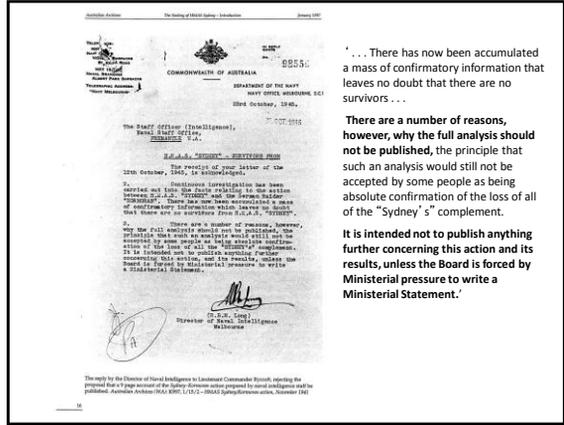


Q-SHIP "PENSHURST" AT SEA



... There has now been accumulated a mass of confirmatory information that leaves no doubt that there are no survivors ...

There are a number of reasons, however, why the full analysis should not be published, the principle that such an analysis would still not be accepted by some people as being absolute confirmation of the loss of all of the "Sydney's" complement.

It is intended not to publish anything further concerning this action and its results, unless the Board is forced by Ministerial pressure to write a Ministerial Statement.'

Lest we forget 249



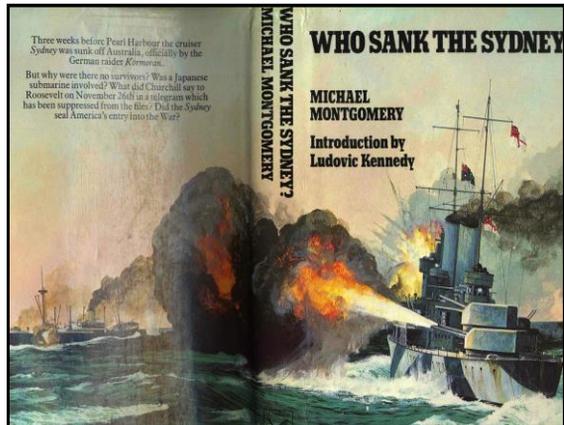
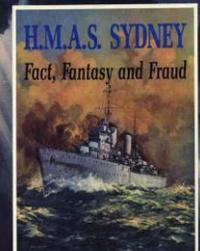
Faced with CMDR Long's decision, yet convinced the German survivors buried film of the battle on Quobba station north of Carnarvon, Jonathan Robotham, the Intelligence Officer who had guarded the *Kormoran*, commenced a lone obsessive search for the 'truth'.

He also believed that the official accounts were wrong. He advised all who inquired that *Kormoran* surrendered and he often showed a 'diary' (PO engineer Heinz Kitsche's?) in 'Old German' to that effect.

It was a fake, the first of many.

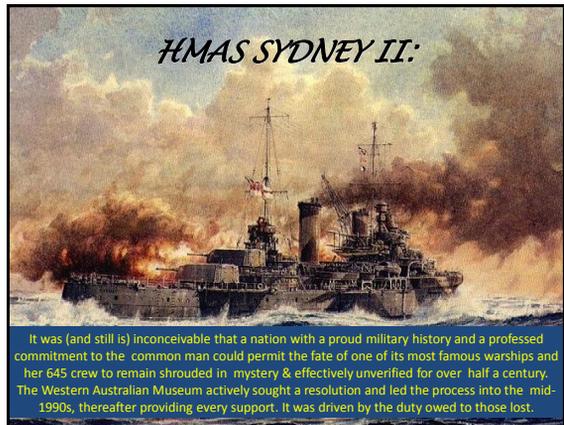
One can trace the need for the 2015 re-visit to *Sydney* and *Kormoran* back to CMDR Long's decision and Lt Robotham's reaction to it.

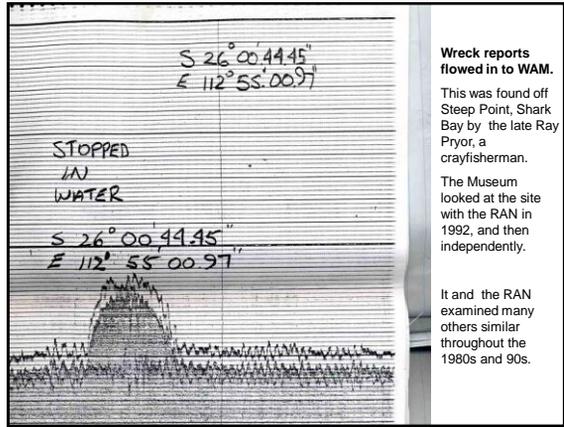
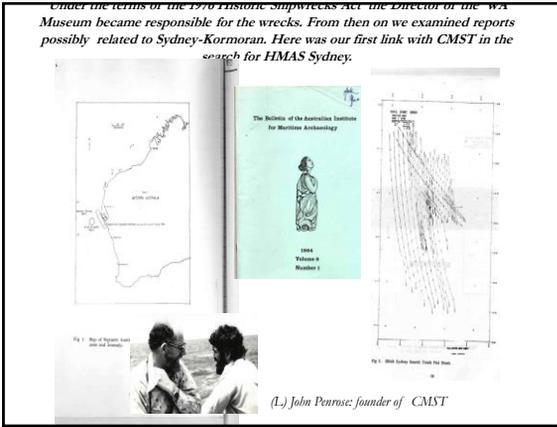
Lieutenant Jonathan Robotham, Intelligence Officer, Dhurringile. Did he fake evidence to support the book he was writing? Australian War Memorial, No. 30203/7.



Montgomery's book, this next hoax (also apparently designed to force the government's hand) and other claims were met with a terse response. From here debate raged.



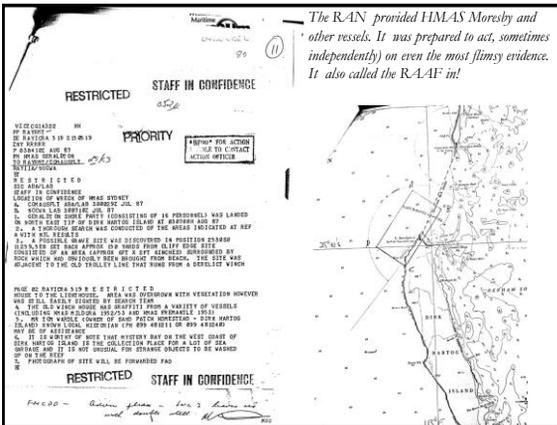


Wreck reports flowed in to WAM.

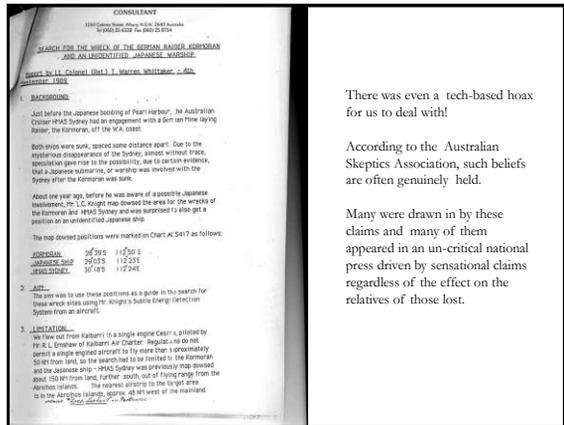
This was found off Steep Point, Shark Bay by the late Ray Pryor, a crayfisherman.

The Museum looked at the site with the RAN in 1992, and then independently.

It and the RAN examined many others similar throughout the 1980s and 90s.



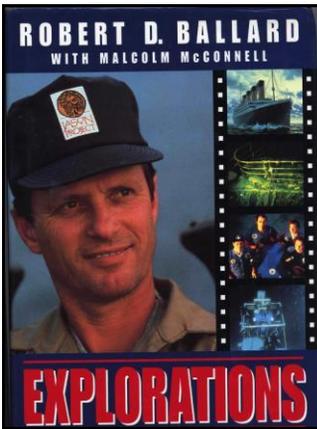
The RAN provided HMAS Moresby and other vessels. It was prepared to act, sometimes independently on even the most flimsy evidence. It also called the RAAF in!



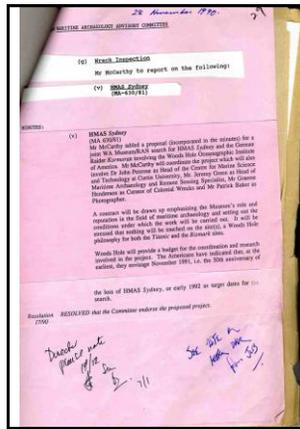
There was even a tech-based hoax for us to deal with!

According to the Australian Skeptics Association, such beliefs are often genuinely held.

Many were drawn in by these claims and many of them appeared in an un-critical national press driven by sensational claims regardless of the effect on the relatives of those lost.



Woods Hole Oceanographic Institute's location of RMS Titanic in c. 3800 m of water in 1985 and then the battleship Bismarck in c. 4800 m of water in 1989 saw them invited to join the WA Museum in the following year.



The proposal obtained the support of the RAN, the RSL, Office of War Graves, RAN, the Kormoran Survivor's Association and the German Government. In 1991 the Museum convened a seminar to encapsulate all the evidence in readiness for a possible search.



M.McCarthy and Kim Kirsner (UWA) Convenors

Minister for Transport and Communications

Paris
Canter
Tel 9
Fax 9

There was some very high level support.

NOCWA (for the RAN) opened proceedings and here Minister Kim Beazley provides support for the Museum forum on finding Sydney.

Mr Mike McCarthy
Curator
Coordinator, HMAS Sydney Search
Western Australian Maritime Museum
Cliff Street,
FREMANTLE WA 6160

19 NOV 1991

Dear Mr McCarthy
Thank you for your recent letter concerning the proposed search for the HMAS Sydney.
I would be pleased to support the initiatives being undertaken to mount a successful search for that vessel. I have no problem with you advising the forum of my support.

Yours sincerely

KIM C BEAZLEY

THE SINKING OF HMAS SYDNEY

A GUIDE TO COMMONWEALTH GOVERNMENT RECORDS

3

WAM then assisted other institutions and experts in finalising the forum recommendations.

Here on behalf of Australian Archives, Richard Summerrell presented its HMAS Sydney holdings.

The AWM commenced work on the analysis of its Carley Float.

POST SECRET

Compiled by Richard Summerrell, National Office, Canberra
January 1987

Australian Archives

The Scientific Investigation of a Carley Float

Dr Thomas O. Paine, head of the American Submarine Warfare library was asked to comment on claims that LIN 1124 was involved in sinking Sydney.

Once a Fremantle-based submariner, engineer he had also been head of the Apollo space program. His dispassionate account was tabled at the forum. It dispelled any doubt that Kormoran needed help in overcoming Sydney.

The exposed torpedo deck and 'open' 4 inch AA guns were all vulnerable to Kormoran's machine gun fire. The 3.7 cm rapid fire gun (shown following) on the Kormoran bridge was especially deadly.




**HMAS Sydney and HSK KORMORAN:
Possible and Probable Search Areas**

Narrowing the search zone

Kim Hirsner (University of Western Australia)
Sam Hughes (Australian Maritime Safety Authority)¹

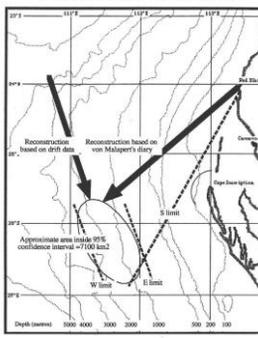
November 1993

This report was commissioned by the Western Australian Maritime Museum. The report is based on material, analyses and maps supplied by Alan Pearce (CSIRO), John Pearson (Curtin University of Technology), Madeleine Gosslett (Curtin University Technology), Ray Goodman (Shawson Engineering), Gordon L. (Consultant) and Ken McDonald (Consultant) as well as the au

Western Australian
Maritime
Museum

Report - Department of Maritime Archaeology, Western Australian Maritime Museum, No. 21

Australian Cultural Development Office
Department of the Arts and Administrative Services



HMAS SYDNEY

LOSS & CONTROVERSY

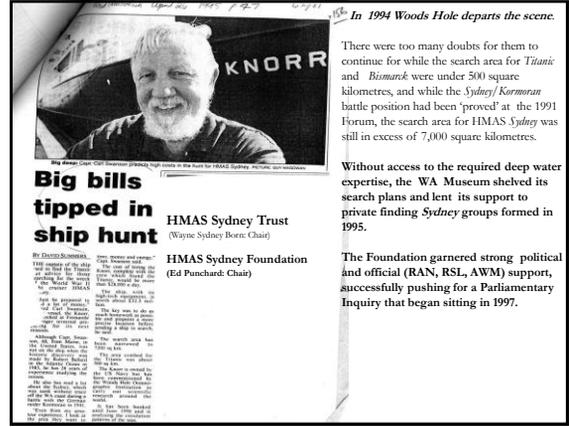
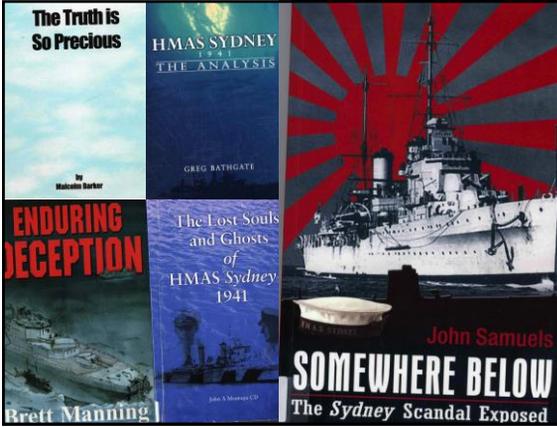
With the Museum still the only government institution actively seeking a resolution until the mid-1990s, the application of scientific reason, historical analysis and logic (e.g. by Kirsner, Tom Frame, Wes Olson et al.) was submerged in an increasing tide of speculation.

HERE THE PREVAILING VIEW AT THE TIME.



TOM FRAME

None of the objects in world 10111 in this section of the museum are shown in this illustration.



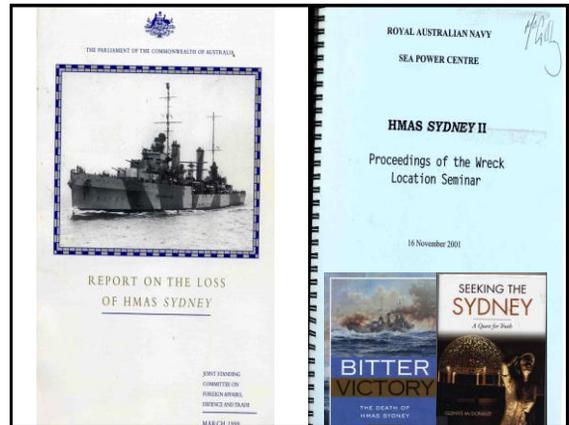
Two Private Members Bills tabled in the Federal Legislative Assembly, one by Paul Filling and the other by Steven Smith, both of the *HMAS Sydney Foundation*. These provided for the establishment and composition of a committee to investigate the loss of HMAS *Sydney*. In June the parameters for the inquiry were set leading to its sitting across Australia in the following year. One of its six aims was to examine the

... desirability and practicability of conducting a search for HMAS *Sydney* and the extent to which the Commonwealth Government should participate in such a search should one be deemed desirable and practicable

The question of whether archival material was also still to be found was also raised as a matter of considerable priority. Finally, after an exhaustive round of national hearings and after collating all the evidence received into an 18-volume set, the Committee made 17 recommendations, including

Recommendation 10. The Royal Australian Navy sponsor a seminar on the likely search areas for Sydney and Kormoran ran, involving as many of the individual researchers and groups as possible.

Recommendation 11. After the search area is more accurately defined, some preliminary surveys be undertaken to try and confirm the accuracy of the wreck locations, prior to a full in-water search. An initial search for HSK Kormoran at or near 26°32-34'S, 111°E, if supported by the seminar, would seem a logical starting point



The SPC Seminar was split between proponents of a northern battle position (Detmer's area) and a southern battle (Aberlhos area).

The latter was part-based on

- 1) reports of flashes and gunfire one November night in WWII.
- 2) Lindsay Knight's map dowsing method and his Knight Subtle Energy Detection System 'found' three wrecks off the Aberlhos.
- 3) Some (including former RAN navigators) claimed that it was impossible for German lifeboats to make the voyage from the Detmer's position to the Cliffs north of Carnarvon.

The Museum's attempts to find a solution came to nought.

The Southern-northern battle position impasse was resolved gratis by a local consortium led by John Begg

Eight HMAS Sydney wrecks were also examined off Geraldton

Eight sites off Geraldton in the HMAS Sydney/HSK Kormoran battle were examined in the course of seismic surveys carried out by two oil and gas exploration joint ventures last year.

The joint ventures are operated by the Italian oil major Agip and Sydney based PDC Oil in partnership with Apache NorthWest of the US and local companies Trugan Energy and Bluebird Oil and Gas. The work was performed as a public service by the joint ventures at their own cost.

Assisted by staff of the Department of Maritime Archaeology of the Western Australian Maritime Museum to claims that the wrecks might be in the region, the companies found and located the possibility that in their survey, they covered substantial areas west of and in a north-south direction from the North based in the Aberlhos.

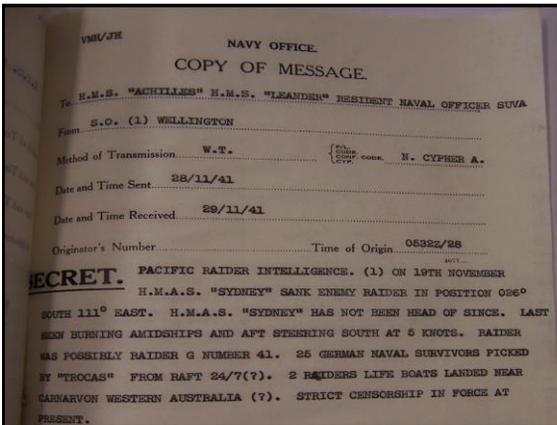
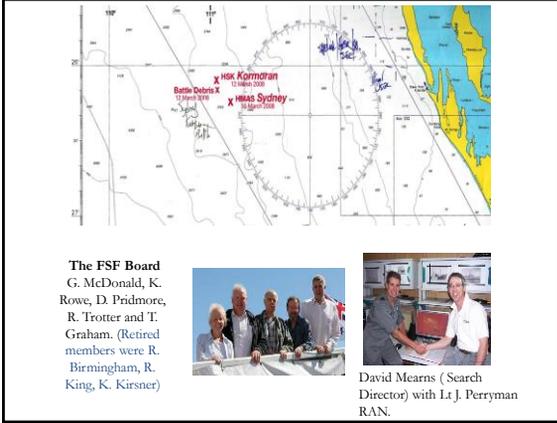
The survey team also decided from their search to examine possible sites reported to the November 2001 HMAS Sydney seminar and a site reported in the press in June 2001 as HSK Kormoran.

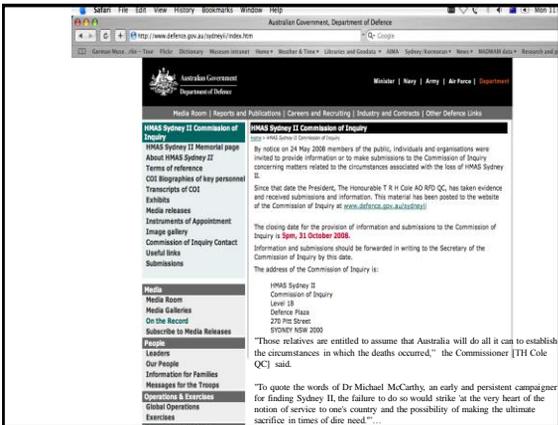
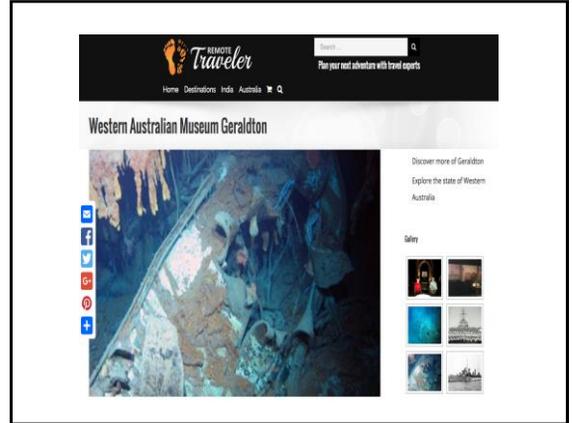
Though still being finalised in readiness for dissemination to the stakeholders and to public archives, the preliminary results were forwarded yesterday by the Department of Maritime Archaeology of the Western Australian Maritime Museum for public release. The Museum can make no indication of any wrecks on the data provided.

The Museum recognizes the public service performed in this instance at the cost of these joint ventures as a valuable contribution to the HMAS Sydney area and to the side, but now steady progress towards getting a management search area in which historians can see they be required in locating the need to locate both ships.

The data consist of marine magnetometer recordings and site-specific echo log and observations.

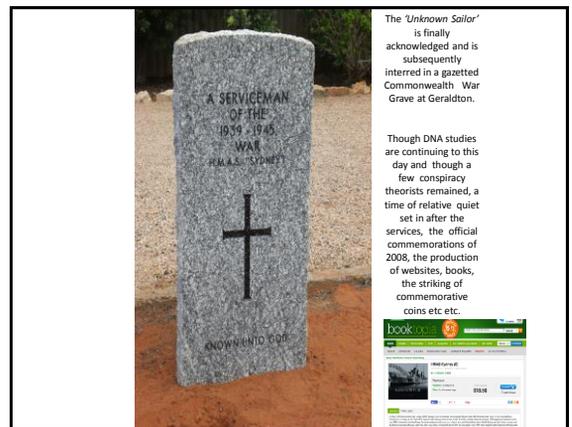
Contact:
 WA Maritime Museum to Friday COB, Dr M. McCarthy 9437 8400
 WA Maritime Museum Non Working on WA, January Street 9433 3440

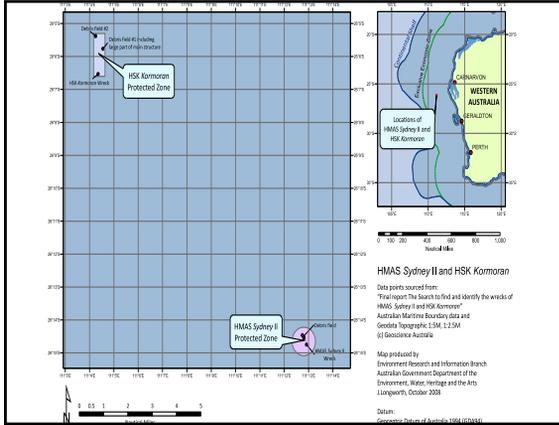




HMAS Sydney II Commission of Inquiry Exhibits List

Exhibit Number	Title	Document Date	Document Type	Document ID	Date Tendered
0001	Instrument of Appointment				30-May-08
0002	Procedural Directions for the conduct of the Commission of Inquiry				30-May-08
0003	Statutory Declaration of Thomas Patrick Fisher declared 23/06/08	23-Jun-08	Statutory Declaration	WIT.001.0001	23-Jun-08
0004	Photograph marked by T.P. Fisher DE HMAS Sydney II showing death charges, marked (A), and signal lamps, marked (B)	N/A	Photograph	WIT.001.0014	23-Jun-08
0005	Statutory Declaration of Ernest William Bridgick declared 22/06/08	22-Jun-08	Statutory Declaration	WIT.002.0001	23-Jun-08
0006	Statutory Declaration of Gordon Clair Lavender	24-Jun-08	Statutory Declaration	WIT.003.0001	24-Jun-08
0006A	Orthographic drawing of HMAS Sydney II from National Archives smart 1025511 marked by Lavender		Diagram	WIT.003.0007	24-Jun-08
0007	Four photographs produced by J Lavender	N/A			
0007A	Photograph, marked (A), of a Pinnace transporting sailors ashore at Hervey Bay, Queensland, in 1939	N/A	Photograph	WIT.003.0008	24-Jun-08
0007B	Photograph showing a whale on HMAS Sydney II	N/A	Photograph	WIT.003.0009	24-Jun-08
0007C	Photograph of Gordon Clair Lavender with another on the forecastle of HMAS Sydney II in Fremantle Harbour, Western Australia.	N/A	Photograph	WIT.003.0010	24-Jun-08
0007D	Photograph of forecastle of HMAS Sydney II showing a funnel trained to	N/A	Photograph	WIT.003.0011	24-Jun-08





November 2011

Two 'dreamers' from Curtin University arrive on the scene: They show a 3D reconstruction based on the 2008 imagery and seek the Museum's support for a return to the wrecks.

Andrew Woods

Andrew Hutchison

Making the Inaccessible Accessible'

'INACCESSIBLE HISTORIC SITES MUST BE MADE ACCESSIBLE TO ALL, BECAUSE THEY BELONG TO THE PEOPLE.'

(Andrew Viduka, Heritage & Wildlife Division, Commonwealth Government)

Being a science-based institution, Curtin has extended accessibility to the nation's scientists while at the same time keeping the WA Museum's focus on those lost. This only became possible through DotSubsea's extraordinary gift