Long considered one of the world’s most significant wartime mysteries, the fateful dusk encounter between HMAS Sydney (II) and the German raider Kormoran stands as Australia’s single largest naval disaster. The loss of both ships on the night of 19 November 1941 with Sydney’s full war complement of men and boys sparked a growing mystery spanning sixty-six years for Australia’s most famous fighting ship and for one of Germany’s best known raiders.

The 2008 discovery of the wrecks captured the imagination of two young researchers who dreamt and then lived their impossible dream — bringing what lies in total darkness on the seabed nearly three kilometres beneath the waves and over 100 kilometres from the coast to the surface for all to experience. This had never been done before. Needing a state-of-the-art ship and its crew, the most modern of underwater vehicles, state-of-the-art visual modeling and reconstructive imaging technology, an unheard of array of mounted lighting and cameras, and the support and services of some of Australia’s leading scientists, maritime archaeologists and historians, they succeeded beyond their wildest dreams.

From great depths features the results of their astounding success, presenting absolutely stunning underwater photography and fascinating new discoveries, brought together with inspiring and heartrending personal accounts of wartime service on the ships, and their fierce battle with the devastating loss of over 700 souls from both sides.

**SELLING POINTS**

- Released as a commemorative publication to mark the 75th anniversary of the famous battle establishing appeal to the growing families of the lost crews and their relatives.
- Written, illustrated and attractively designed to appeal to both the general reader and those with a special interest in military history, archaeology, sciences and the digital arts.
FROM GREAT DEPTHS: THE WRECKS OF HMAS SYDNEY II AND HSK KORMORAN

accompanied by a rapid deterioration of the auxiliary the success of the operation than a high record of sinkings long-term sea for a year. Detmers’ Kormoran was able to remain at nautical miles at 10 knots, tons) of diesel fuel, with a theoretical endurance of 84,500 flame died down the cargo of Welsh coal. Her twenty-eight man crew first success on 6 January 1941, the Greek steamship passage to Germany via occupied France. Detmers scored his supply ships or captured vessels (prize ships) for onwards whenever possible, prisoners were to be transferred to bows was limited, Kormoran to rescue the crews of vessels that were sunk, but as the steamer Koolinda picked up a third boat, further one (containing Detmers) and HMAS Yandra land parties were despatched, later apprehending 70 miles, respectively, north of Carnarvon. Organised Officer Paul Kohn, came ashore unaided some 50 and Lieutenant Commander Henry Meyer and Chief Petty Detroit, like other raider captains, was expected based on records made at the time, the total Sydney’s Director Control Tower. Courtesy Peter Meyer. THE KORMORAN LIST: RECORDING ITS SUCCESSES

LIEUTENANT COMMANDER MEYER’S NOTES

WES OLSON

THE KORMORAN LIST: RECORDING ITS SUCCESSES

Fully preserved, and able to carry a high Baltic 5M to 75 tons of about 1.75 knots at 10 knots an hour, with a reinforced armour of 1000 mm thick on sides and bows, Detmers was not one to use more than 10 knots for a given condition. As he sailed, he was not averse to adapting his method of operation to suit the conditions and the enemy, in order to gain the most from his limited resources. He clearly shows in the logbook that was kept notes of his life-boat voyage on the reverse of six photographs of evidence is supported by recently emerged personal accounts from the Chinese laundrymen taken off a captured ship. Totalled eighty officers and men, including one of Sydney’s earlier chapter. The high-speed chase of Sydney and Kormoran is one of the key events in the story, and the evidence is backed by the discovery of new evidence at the wreck site. The graffiti reads: ‘The victory list appearing on the bulkhead behind the Sydney’s Director Control Tower.’

While little of this is mentioned in any of the literature, the American colonel in charge decided to destroy the ship as an act of war. Furthermore, the name on the reverse of the logbook, which was ‘m glad that I got the boat here.’

John Perryman records:

Hi, Overall, the HSK Kormoran was a successful raider, carrying a cargo of Welsh coal. Her twenty-eight man crew first success on 6 January 1941, the Greek steamship passage to Germany via occupied France. Detmers scored his supply ships or captured vessels (prize ships) for onwards whenever possible, prisoners were to be transferred to bows was limited, Kormoran to rescue the crews of vessels that were sunk, but as the steamer Koolinda picked up a third boat, further one (containing Detmers) and HMAS Yandra land parties were despatched, later apprehending 70 miles, respectively, north of Carnarvon. Organised Officer Paul Kohn, came ashore unaided some 50 and Lieutenant Commander Henry Meyer and Chief Petty Detroit, like other raider captains, was expected based on records made at the time, the total Sydney’s Director Control Tower. Courtesy Peter Meyer. THE KORMORAN LIST: RECORDING ITS SUCCESSES

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