

SCUTTLING PLAN  
For the  
**Ex-HMAS CANBERRA**



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## ATTACHMENTS and ANNEXES

Attachment 1 – Scuttling Activities and Associated Requirements Listing

Annex A – Scuttling Design

Annex B – Scuttling Mooring and Positioning Arrangements

Annex C – Scuttling Exclusion Zone Arrangements

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# SCUTTLING PLAN

## 1 Introduction

### 1.1 Purpose and Scope

This Scuttling Plan forms part of the Ex HMAS CANBERRA Sea Dumping Permit Application.

The purpose of the Scuttling Plan is to provide details of activities and requirements associated with the scuttling operations for Ex HMAS CANBERRA.

### 1.2 Plan Format

The plan addresses the major activities and methodologies required for the successful scuttling operation for Ex HMAS CANBERRA. This includes identification of the general details, and the necessary approvals, and notifications required for the major activities.

The activities and associated details have been compiled into a listing that can be used as checklist for the implementation of the scuttling plan and operations. The major activities are addressed throughout this plan with the majority of the details being referenced to the Activities List at Attachment 1 and its associated annexes.

## 2 Scuttling Site

The scuttling site is situated between Port Lonsdale and Barwon Heads Victoria approximately 3 kilometres from shore. The final site coordinates is still to be determined. The final coordinates will be included in the updated information associated with the main Sea Dumping Permit documentation.

## 3 Scuttling Date

Target Date will be advised following site approval.

## 4 Initial Preparations for Scuttling

### 4.1 Scuttling Design

This includes:

- a. Design of water ingress and flow by means of explosive cut openings and pre-made openings through ships side (above waterline), and through decks and bulkheads.
- b. Ship preparations to removed items likely to come loose or be damaged during scuttling.
- c. Mast structures being trimmed to meet navigational clearance requirements (4m as advised by MSV).

Details have been included in Attachment 1 and diagrams of the scuttling openings are shown in Annex A to Attachment 1.

## **4.2 Notification**

Notification of intention to install explosives on the ship and to scuttle the ship will be required. These notifications will include:

- a. Notifications to the Geelong Harbour Master in respect of the type and quantities of explosives to be installed in the ship.
- b. Notifications to Port of Melbourne (POM) Harbour Master in respect of the type and quantities of explosives to be installed in the ship.
- c. Notifications to Maritime Safety Victoria (MSV) in respect of the type and quantities of explosives to be installed in the ship.
- d. Notifications to RAN Hydrographer pre and post scuttling of the ship for chart information.

Details have been included in Attachment 1.

## **4.3 Explosive Contractor**

The Ex HMAS CANBERRA scuttling explosives contractor is Mr Sean Miller of Precision Demolitions. Relevant company details are as follows:

Wakatinya Pty Ltd (T/A Precision Demolition)  
7 Varna Street  
Mount Colah NSW 2079  
ABN: 58 771 174 917

The main activities include:

- a. Supply and safe transport of explosives.
- b. Establishment and provision of Safe Work Procedures.
- c. Installation of shaped cutting charges at prescribed locations (without detonators during preparation alongside stage).

All explosive work and requirements are to be strictly in accordance with relevant State and Federal explosive legislation and regulations. Licences, permits, etc and their currency will be checked prior to explosive transportation and any explosives work commencing.

Details have been included in Attachment 1.

## **5 Tow Operations**

### **5.1 Tow Preparations**

The Tow Preparations will include:

- a. Arranging the necessary onboard personnel and equipment requirements (tools, navigation lights and shapes, power, lighting, etc). Most of these will be required to meet MSV tow permit requirements.
- b. Arranging the safety equipment (life jackets, life raft, pumps, fire extinguishers, etc). Most of these will be required to meet MSV tow permit requirements.
- c. Arranging the main and emergency towing rigs.
- d. Obtaining the MSV Tow Permit including the application preparation, and details of the tow date, route, vessel stability, conducting vessel inspection and obtaining the permit approval.
- e. Liaising with Harbour Masters (POM & Geelong) and pilots in respect of the tow operations and its requirements.
- f. Providing details of tow contractor, details of the tow vessel and arranging inspection of the tow vessel as part of the tow permit.

Details have been included in Attachment 1.

## **5.2 Conduct Tow**

Details associated with the conduct of the tow include:

- a. Weather restriction and weather window (3 days of low wind and low sea state will be required).
- b. Tow operation to be conducted in Daylight.
- c. Port Phillip Bay Rip crossing to be at slack tide.
- d. Safe conduct of the tow from Geelong to the scuttling site.

Details have been included in Attachment 1.

## **5.3 Ship Mooring at Scuttling Site**

The main activities include;

- a. Accurate placement of the clump mooring (prior to tow operations).
- b. Pick and secure mooring line to ship on arrival.
- c. Test by pulling the ship by the stern to check ship position (GPS) and orientation (compass) for scuttling. The mooring line length is to be adjusted as necessary to enable the ship to be accurately positioned

Details have been included in Attachment 1 and a diagram of the scuttling mooring and positioning arrangements is shown in Annex B to Attachment 1.

## **6 Scuttling Site Preparations**

### **6.1 Final Ship Preparations**

The main activities will include:

- a. Removal of the temporary panels installed to maintain watertight integrity for the tow.
- b. Removal or lowering of ladders/stairways as they are no longer required.
- c. Removal of equipment from vessel as they are no longer required.
- d. Maintaining the ship security (to prevent unauthorised access to the ship – a formal exclusion zone will be established prior to the scuttling operation).

Details have been included in Attachment 1.

## **6.2 Site Control and Exclusion Zone**

Details include:

- a. Formal Notice To Mariners to be raised through MSV.
- b. 1000m exclusion zone (ie. 1000m all round the ship) with a safety 500m intruder intercept zone.
- c. Zone marker perimeter craft will be provided by MSV, Victorian Water Police, Parks Victoria, Harbour Masters, Commercial diver operators, and/or by contracted commercial operators (as necessary).
- d. Aerial surveillance for marine species spotting (whales, dolphins, sharks etc) will be provided by relevant government authority (TBC).
- e. Intruder interception will only be by the Victorian Water Police or the MSV.
- f. Communication arrangements between the relevant parties will be established for safety and general communications associated with the operations. This will include establishment of a communications control centre, separate radio work channel, and all emergencies communicated via the emergency channel.

NOTE: No pyrotechnics will be fired from the ship – hence there is no need for an aircraft exclusion zone.

Details have been included in Attachment 1 and a diagram of the exclusion zone arrangements is shown in Annex C to Attachment 1.

## **6.3 Placement and Connection of the Detonators**

Details include:

- a. All non essential personnel and equipment should be removed from the ship.
- b. Detonators will installed by the explosive contractor.
- c. Firing cables will be run by the explosive contractor to shot firing craft.
- d. All remaining equipment and personnel will be removed (ladders removed or stairs lowered when leaving) – to shot firing craft.

Details have been included in Attachment 1.

## **7 Explosive Scuttling**

### **7.1 Pre Scuttling**

Details include:

- a. Check with perimeter craft that the exclusion zone is clear.
- b. Check with aerial surveillance aircraft that no visible marine species are in exclusion zone.
- c. Connect firing cables to firing device.
- d. Final positioning and orientation of ship using shot firing craft and assist vessel as necessary.

Details have been included in Attachment 1.

### **7.2 Detonation Communications and Shot Firing**

Explosives communications will be conducted in accordance with dangerous goods explosives regulations 2000 as follows:

- a. 5 minute orange smoke flare activated,
- b. one minute before firing, an orange smoke flare activated and an audible signal of 15 seconds duration must be sounded,
- c. the signal "FIRE ON" must be given immediately before the charges are fired, and
- d. 3 short audible signals of one second duration each, separated by one second must be sounded for the "all clear"

If a misfire occurs, the shot-firer is to notify the Project Manager. An inspection of the explosive details and set-up is to be undertaken after a period of 5 minutes has elapsed.

Corrective actions are to be implemented and the firing procedure is to be repeated (if necessary).

Details have been included in Attachment 1.

## **8 Post Scuttling Activities**

### **8.1 Clean Up of Any Floating Debris**

Details include:

- a. Any floating debris from the scuttling will be collected and returned to shore for appropriate disposal.
- b. Any floating hydrocarbons will be addressed using spill kit equipment and waste will be returned to shore for appropriate disposal.



Details have been included in Attachment 1.

## **8.2 Check Dive Wreck for Diver Safety**

Approximately two hours after the ship has been sunk, contract divers will inspect the wreck. The inspection will:

- a. Check to ensure that all charges have been fully detonated.
- b. Check that the wreck is in a stable condition (not likely to list or move unexpectedly).
- c. Check the internals of the wreck to ensure the scuttling has not created diver hazards (such as material obstructing access/egress pathways and/or created projecting material that could foul diver equipment).

If the inspection reveals problems these will need to be assessed and if necessary access to the wreck may need to be restricted and/or corrective action devised and implemented.

Details have been included in Attachment 1.

## **8.3 Install Navigation Aid**

Australian Maritime Systems (AMS) intend to moor a buoy from the ship with an isolated danger mark. This is being undertaken for Marine Safety Victoria and has not yet been confirmed. An Isolated danger is for an area of danger. MSV may also require cardinal marks to be installed because of the size of the wreck. Final details TBA when available.

Details have been included in Attachment 1.