

SCUTTLING ACTIVITIES AND ASSOCIATED REQUIREMENTS LISTING - Ex HMAS CANBERRA

ID	Activity	General Details / Sub-Activities	Further Details, Approvals, Notification Requirements, etc	Additional Information
1	Initial Preparations for Scuttling	<p>a. Scuttling Design</p> <p>b. Notification of intention to install explosives on the ship and to scuttle the ship.</p> <p>c. Explosives Contractor</p>	<p>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. Ship preparations have also removed items likely to come loose or be damaged during scuttling. Mast structures will be trimmed to meet navigational clearance requirements (4m as advised by MSV)</p> <p>b. Notifications to:</p> <ul style="list-style-type: none"> • Geelong Harbour Master • Port of Melbourne (POM) Harbour Master • Maritime Safety Victoria (MSV) • RAN Hydrographer (for chart information) <p>c. Wakatinya Pty Ltd (T/A Precision Demolition); 7 Varna Street, Mount Colah, NSW 2079; ABN: 58 771 174 917. The main activities include:</p> <ul style="list-style-type: none"> • Supply and safe transport of explosives • Establishment and provision of Safe Work Procedures • Installation of shaped cutting charges (without detonators) at prescribed locations. 	<p>a. Annex A shows general details of the scuttling design.</p> <p>b.</p> <p>c. 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.</p>
2	Tow Operations	a. Tow Preparations	<p>a. Preparations include:</p> <ul style="list-style-type: none"> • Onboard personnel and equipment requirements (tools, nav lights and shapes, power, lighting, etc) • Safety equipment (life jackets, life raft, pumps, fire extinguishers, etc) • Main and emergency Towing Rigs • MSV Tow Permit (Application, date, route, stability, inspection and approval) • Liaison with Harbour Masters (POM & Geelong) and pilots 	a.

		<p>b. Conduct Tow</p> <p>c. Ship Mooring at Scuttling Site</p>	<ul style="list-style-type: none"> • Details of tow contractor, details of the tow vessel and inspection of the tow vessel (final contractor TBA when site/date is known) <p>b. Details include:</p> <ul style="list-style-type: none"> • Weather restriction and weather window (3 days of low wind and low sea state required) • Tow operation to be conducted in Daylight • Port Phillip Bay Rip crossing to be at slack tide • Safe conduct of the tow from Geelong to the scuttling site <p>c. The main activities include:</p> <ul style="list-style-type: none"> • Accurate placement clump mooring (prior to tow operations) • Pick and secure mooring line to ship on arrival • Test pull the ship by the stern to check ship position (GPS) and orientation (compass) for scuttling – adjust mooring line length as necessary 	<p>b.</p> <p>c. Annex B shows scuttling mooring and positioning arrangements.</p>
3	Scuttling Site Preparations	<p>a. Final Ship Preparations</p> <p>b. Site Control & Exclusion Zone</p>	<p>a. The main activities will include:</p> <ul style="list-style-type: none"> • Remove the temporary panels installed to maintain watertight integrity for the tow • Remove or lower ladders/stairways as they are no longer required • Remove equipment from vessel • Maintain ship security (to prevent unauthorised access to the ship – a formal exclusion zone will be established prior the scuttling operation) <p>b. Details include:</p> <ul style="list-style-type: none"> • Formal Notice To Mariners to be raised through MSV • 1000m exclusion zone with a safety 500m intruder intercept zone • 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) • Aerial surveillance for marine species spotting 	<p>a.</p> <p>b. Annex C shows details of the exclusion zone.</p> <p>NOTE: No pyrotechnics will be fired from the ship – hence there is no need for an aircraft exclusion zone</p>

			<p>"all clear"</p> <p>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.</p> <p>Corrective actions are to be implemented and the firing procedure is to be repeated (if necessary).</p>	
5	Post Scuttling Activities	<p>a. Clean up of any floating debris</p> <p>b. Check dive wreck for diver safety</p> <p>c. Install navigation aid</p>	<p>a. Details include:</p> <ul style="list-style-type: none"> • Any floating debris from the scuttling will be collected and returning to shore for appropriate disposal • Any floating hydrocarbons will be addressed using spill kit equipment and waste will be returning to shore for appropriate disposal <p>b. Approximately two hours after the ship has been sunk, contract divers will inspect the wreck. The inspection will:</p> <ul style="list-style-type: none"> • Check to ensure that all charges have been fully detonated • Check that the wreck is in a stable condition (not likely to list or move unexpectedly) • 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) <p>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.</p> <p>c. 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 been confirmed. An Isolated danger is for an area of danger, MSV may also require cardinal marks to be install because of the size of the wreck.</p>	<p>a.</p> <p>b.</p> <p>c.</p>