



BACKGROUND – PROJECT HISTORY

The Ex-HMAS ADELAIDE is the second ship to be christened 'HMAS ADELAIDE in the Royal Australian Navy. The HMAS ADELAIDE II (now known as Ex-HMAS ADELAIDE) was a long-range escort frigate with roles including area air defence, anti-submarine warfare, surveillance, reconnaissance, and interdiction. Built in the United States, HMAS ADELAIDE was commissioned in November 1980 and was the first of six ADELAIDE class guided-missile frigates to be delivered to the Royal Australian Navy.

The ship is 138.1 metres long, with a beam of 14.3 metres and displacement of 4100 tonnes.

The HMAS ADELAIDE participated in the 1990/91 Gulf War, in peacekeeping operations in East Timor in 1999 and 2006, and was deployed to the Arabian Gulf in 2001 and 2004. The ship was also involved in the high profile search and rescue of solo yachtsmen Thierry Dubois and Tony Bullimore from the Southern Ocean in 1997.

Five former warships have already been scuttled as dive sites in Australia:

- ① Ex-HMAS SWAN - Dunsborough WA (December 1997)
- ① Ex-HMAS PERTH - Albany WA (November 2001)
- ① Ex-HMAS HOBART - The Fleurieu Peninsula SA (November 2002)
- ① Ex-HMAS BRISBANE – Mooloolaba QLD (July 2005).
- ① Ex-HMAS CANERRA – Barwon Heads (October 2009)

In 2000 the Central Coast Artificial Reef Project (CCARP) began lobbying the Australian Government to secure a navy vessel to be sunk as an artificial reef and dive site off the NSW Central Coast. After little success with the Ex-HMAS Brisbane and the Ex-HMAS Canberra the group were finally successful in obtaining the Ex-HMAS Adelaide for the NSW Central Coast.

In February 2007 the Australian Government announced that the Ex-HMAS Adelaide would be gifted to the NSW government for the purpose of creating an artificial reef and recreational dive site in waters off the NSW coast near Terrigal.

The HMAS Adelaide was decommissioned by the Australian Navy in January 2008. It was demilitarised and all oils and fuels removed by Australian Department of Defence during 2008.

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BACKGROUND – MILESTONES

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<i>Date</i>	<i>Event</i>
<i>Milestones Achieved</i>	
February 2008	Signing of the Project Deed of Gift
May 2008	Selection of scuttling site
July 2008	Award of Environmental Consultancy to WorleyParsons
June 2008	Gazettal of Ex-HMAS ADELAIDE Reserve
August 2008	Call for tenders for ship preparation and scuttling contract
September 2008	Australian Government handover of ship to NSW Government
November 2008	Application for a Sea Dumping Permit
June 2009	Approval of additional Federal project funding
June 2009	NSW Government Accepts Ex-HMAS ADELAIDE
June 2009	Award of ship preparation and scuttling contract
21 st September - 18 th October 2009	Exhibition of Plan of Management for HMAS Adelaide Reserve
13 th October 2009	Tenders for Concept Investigation Jetty Terrigal Haven
19 th October 2009	Call for Expressions of Interest for Ticketing, Booking and Marketing opportunity
23 rd October 2009	NATO visit to ship
9 th November 2009	Launch of Ex-HMAS ADELAIDE Project Website & Logo
12 th November 2009	First DEWHA Environmental Inspection of the Ex-HMAS ADELAIDE
12 th November 2009	Removal of Main Mast
<i>Upcoming Milestones</i>	
November 2009	Call for Tenders for Commercial Moorings
November 2009	Completion of Environmental Assessments
December 2009	Award of licences to commercial moorings at dive site
January 2010	Ex-HMAS ADELAIDE Plan of Management Gazetted
January 2010	Award of Ticketing, Booking and Marketing opportunity
February 2010	Dive Design completed and constructed
March 2009	Final Scuttling preparations made
March 2009	Receipt of Sea Dumping Permit
March 2009	Confirmation of scuttling date
TBC	Ex-HMAS ADELAIDE Towed from Sydney Harbour to site
TBC	Scuttling of the Ex-HMAS ADELAIDE
TBC	Post scuttling Activities (inspections, installation of moorings, navigation aids)
TBC	First Dive on wreck

BACKGROUND – THE ENVIRONMENT

All efforts are being made to ensure the environment is protected and enhanced in every aspect of the project.

The environmental assessment of the site (the seabed) and the long term management of the artificial reef is nearing completion. These studies have been underway for around a year and have looked at issues such as:

- ⌚ The physical characteristics of the seabed
- ⌚ Coastal and oceanographic processes
- ⌚ Flora and fauna impacts
- ⌚ Navigational safety
- ⌚ Water and air quality issues
- ⌚ Noise and vibration impacts
- ⌚ Visual and aesthetic impacts
- ⌚ Socio-economic impacts, including recreational and commercial fishing, surfing, boating etc
- ⌚ Areas of cultural or historical importance
- ⌚ Benefits to the Central Coast regional economy from increased tourism and
- ⌚ Operational feasibility and diver safety and amenity

To date the studies have not identified any significant adverse impact, however, they have highlighted significant opportunities for research and enhancing the local marine biodiversity.

To scuttle the ship a Sea Dumping Permit is required from the Federal Department of Water, Environment, Heritage and The Arts (DEWHA). In granting this permit DEWHA will look at the environmental preparation of the ship and the long term management arrangements to ensure that the environment is not adversely impacted in any way.

To obtain the permit DEWHA will undertake a series of inspections of the ship as work progresses to assure themselves that the highest standards of cleanliness are met in the preparation activities. The ship must be completely clean with no hazardous materials, oil or grease remaining. The inspection process has been likened to a 'white glove test'.

Contractors for the preparation of the Ex-HMAS ADELAIDE, McMahon Services Australia, have gone above and beyond these initiatives in forging the environmental sustainability of the project.

Significant amounts of material have been removed from the ship in the process of preparing it as a dive site. This includes:

- ⌚ Anything that could snag or cause a hazard to divers such as electrical cabling and overhead objects
- ⌚ Anything that will ultimately break free during the scuttling or as the site ages and cause pollution, an obstruction or float
- ⌚ Anything that will leach potentially harmful chemicals to the surrounding environment
- ⌚ Items that can be removed (such as hatches, doors, fittings etc)
- ⌚ Machinery that cannot be made safe

This results in many tonnes of 'waste' being removed from the ship. McMahon Services Australia is aiming to recycle or reuse everything that is removed from the ship and ultimately avoid the need for taking material to landfill.

The LPMA is proud to support McMahon Services Australia in this initiative. McMahon Services Australia will be making a submission to the 2010 Banksia Awards to showcase the efforts made to ensure this project is sustainable from all aspects.