

– Marine Contractors

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To: Hannah Curtis
Senior Natural Resource Management Officer
Crown Lands and Public Spaces

From: Alan McLennan
Project Manager

23rd October 2023

Report – ex HMAS Adelaide Panel Removal

McLennans Diving Service (MDS) supplied a team to remove two swinging panels that were highlighted in our annual LTMMP report in June 2023. The swinging panels represented a potential danger to recreational divers and so a decision was made to remove them.

MDS supplied a team of experienced commercial divers to carry out the task. The team used SSBA diving equipment as per Part 4.8 Division 4 of the Work Health and Safety Act for “High Risk” Construction Diving.

The Diving Supervisors were David Allchin, Daniel Fell and Alan McLennan with Divers Stafford Malapa, Louis Dupressoir, Moataz Moubarak, Robbie Buck and Zoe Pocklington. The team worked from the 15-metre vessel “Sea Runner” and support punt “Denise”.

The panels were cut out using a hydraulic disc cutter powered by a Partner power unit on the surface. The cutter was activated by standard diving control of isolating power until the Diver requests “Make it Hot” and “Make it Cold” over the voice communications.

Panel 1 – The Starboard Hanger

The first panel removed was part of the internal corridor between the port and starboard hangers. The port hanger has been completely washed away which exposed this panel directly to the ocean swell. MDS cut out the same wall on the port side in 2022.

The panel was approximately 6 metres long and 2.5 metres high. It was swinging violently in a low swell and presented a hazard to recreational divers who commonly swim through this popular part of the wreck.

The panel was dropped by cutting it across the top of at its connection point to the helicopter maintenance room on 02 deck. This panel was removed on August 17th, 2023.

The panel was too large to move so it was left lying in the starboard hanger.

Panel 2 – The Weather Shield Panel

This panel was located on the port side of the weather shield, between the port door and the port side of the hull. The panel was 2.7 metres high and 1.2 metres wide. It was separated from the superstructure down both sides and across the connection to the deck. The panel was cut down on 23rd October 2023.

The panel was removed by making a cut across the top of the panel just below 02 deck. After the panel fell to the deck it was pushed overboard onto the sandy seabed.

Conclusion

The two panels highlighted in the LTMMP report have been successfully removed and no longer represent any hazard to recreational divers visiting the wreck.

Please find following photographs of the work mentioned above.

Thank you for asking us to undertake this work.

Kind Regards,

Alan McLennan

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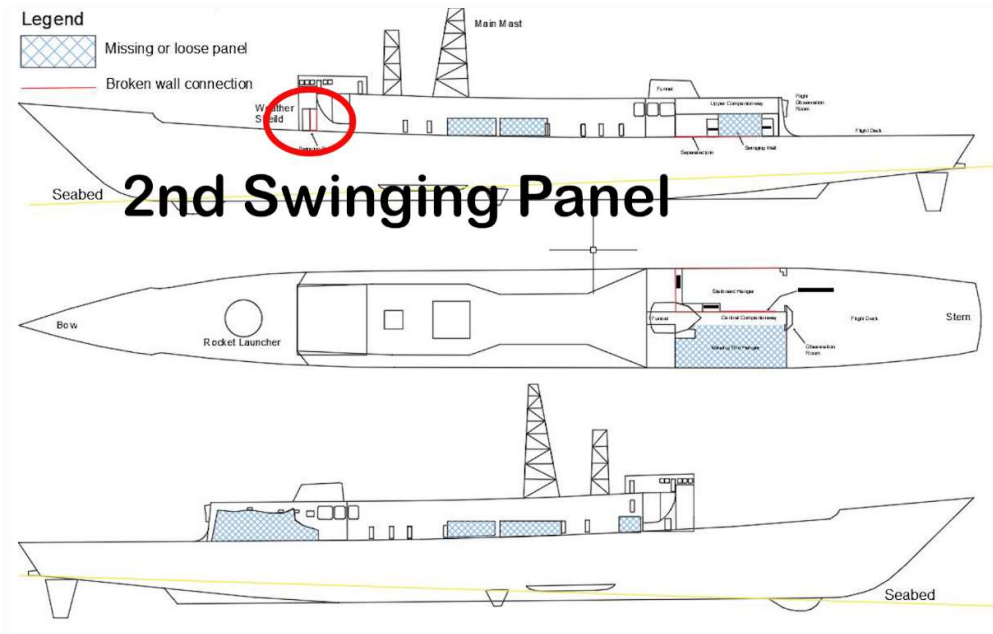
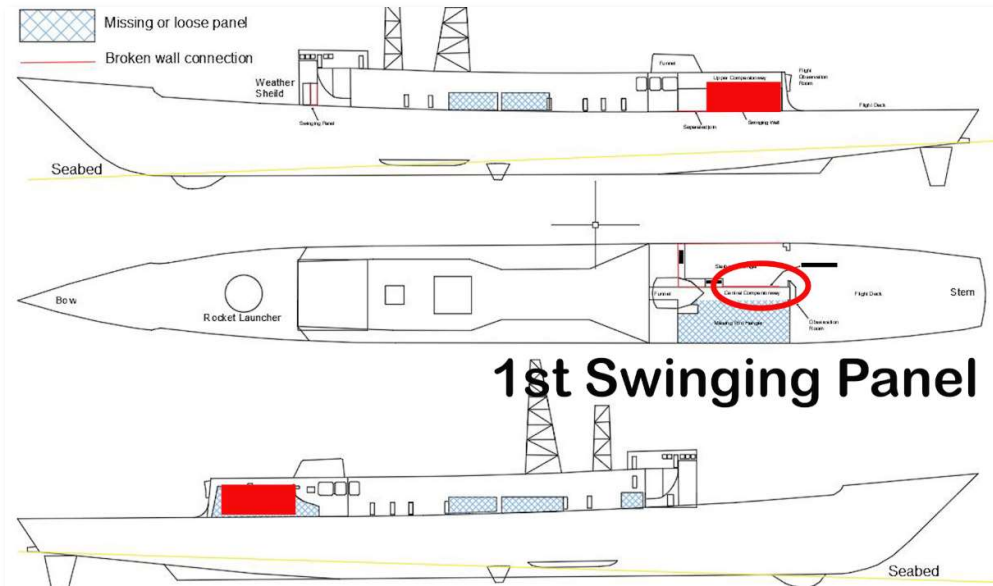




Figure 1: The base of the starboard hanger wall before cutting down.



Figure 2: the Starboard hanger wall after cutting down.



Figure 3: The Weathershield panel before cutting.



Figure 4: the Weathershield panel after cutting down.