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THE MORSE

Osborne Naval Shipyard Project Newsletter

OCTOBER 2020

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A milestone has been achieved in the expansion and modernisation of the Osborne Naval Shipyard (ONS) into a world-class shipyard, with the staged handover of the Osborne South Development Project (OSDP) to BAE/ASC Shipbuilding (ASC SB) now underway.

The Block Assembly Hall, Blast and Paint Hall and Canteen have been handed over to ASC SB, and ANI is working with our specialist equipment suppliers to complete final testing and commissioning of plant and equipment in the Ship Assembly and Block Outfitting and Steel Fabrication Halls. Handover of these remaining facilities and the ancillary buildings is expected to occur in October, enabling commencement of prototyping for the Hunter class program later this year.

Future shipbuilders of the Hunter-class Frigate have commenced training in the new Steel Fabrication Hall, learning how to operate the many highly automated and robotic items of equipment that enable the treatment and fabrication of raw steel on site for the first time at the ONS.

Within the existing Osborne South yard, ANI has now advanced commencement of works to modernise and upgrade facilities to support future shipbuilding capability. Works are currently focused on the development and delivery of a modern pipe shop to support production of more than 10,000 pipe spools per frigate.

North of our south yard, Early Works, or Phase 1, of the Osborne North Development Project (ONDP) is progressing well, with one of two land-based test facilities and the HV substation now visible from Pelican Point Road as structural steel and precast panel erection gets underway. These works remain on track to be delivered through 2021 and 2022.

The Main Works, or Phase 2, of the ONDP also recently commenced for the Future Submarine Program (FSP) site, west of Mersey Road North between Osborne South and the northern Phase 1 works. This began with general earthworks and site preparation for the production support halls of the new submarine yard, with precast pile installation works to commence in late October.

PLEASE JOIN US COMMUNITY DROP-IN

ANI and our construction partners are keen to keep you, as our neighbours, informed about works at the ONS so that you know what to expect and when. This is done through construction notices, our quarterly newsletters and community drop-in events held twice a year.

ANI is holding its second community drop-in for 2020 about the construction of the ONDP. Videos and information will be available for viewing at your leisure, and members of the ANI and Laing O'Rourke construction teams will be in attendance to answer any questions you may have.

We welcome you to drop in at the Osborne Community Hall between the hours listed here.

We look forward to seeing you there.



Thursday
15 October 2020

AM Session: 8.30 to 9.30am
PM Session: 4.00 to 6.00pm

Osborne Community Hall | 539 Victoria Road | Osborne

MV John Duigan

Cargo ship MV John Duigan has paid an unexpected visit to the ONS due to an issue with a propellor shaft.

With the largest shiplift in the country and a new fleet of self-propelled modular transporters (SPMT), the ONS was the ideal destination for a speedy investigation and repair of the vessel to enable a quick return to servicing King Island, which is between Victoria and Tasmania.

The vessel was moved from the shiplift to the dry dock area using all 16 of our new SPMT's, and at 88m long and 2010t in weight, moving the vessel was great practice for our Operations Team in readiness for the future transportation of blocks and components, and ships and submarines throughout the yard.

Visit the Osborne Naval Shipyard Facebook (@OsborneNavalShipyard) or LinkedIn (@australiannavalinfrastructure) pages to view video of the move.



As Phase 1 progresses and Phase 2 commences, the likelihood of extreme weather events - such as high temperatures - increases as we move towards summer.

For occasions where works need to be undertaken to avoid working in circumstances such as extreme daytime heat, we have once again sought an exemption from Council to enable low impact works (eg concrete pours) to be undertaken outside of standard construction hours.

You may recall similar out of hours works were undertaken on the OSDP for activities such as concreting during summer, and whilst some concern was expressed about the possibility of noise generated by these activities, we are pleased to advise that

these works were successfully progressed with minimal impacts and disruption reported to the Project Team.

The ONDP team will apply similar control measures on the current project when out of hours works are required, and as such impacts on the local community are expected to be minimal.

Laing O'Rourke and ANI will continue to monitor these works and associated impacts to allow action or adjustments to be made if necessary. This will include use of relevant noise level monitoring by our appointed noise consultant. Background noise level monitoring works have already been implemented by ANI in recent months.

Should you have any queries in the lead up to these activities, or feedback during such activity, please do not hesitate to call Laing O'Rourke's feedback line on 1800 943 022.



Clontarf Foundation Student Visit



ANI recently hosted a visit by students from various Clontarf Foundation academies, including Oceanview College and high schools in Port Augusta, Port Lincoln and Whyalla.

Working in schools and education facilities around Australia, the Clontarf Foundation exists to improve the education, discipline, life skills, self-esteem and employment prospects of young Aboriginal and Torres Strait Islander men and, by doing so, equips them to participate more meaningfully in society.

This group was joined by Year 10 student, Jess H, who was undertaking work experience with ANI's Community and Stakeholder Relations Manager. Jess tells us about the visit:

To learn about the construction industry, some of Laing O'Rourke's graduate team members gave us an insight into how they got where they are now and what they are currently doing at the ONDP. They introduced us to the different roles on the project, opening our eyes to the many opportunities in the construction industry other than simply digging and building structures. There are design and finance teams, project directors, and a range of different engineers. We also walked through a virtual reality model of the new submarine yard.

At the OSDP, we were hosted by Sam Stevens, a Graduate Mechanical Engineer with ANI who showed us through the Steel Fabrication Hall. We were shown a glimpse into the future of shipbuilding at the new yard, and the new state-of-the-art hall filled with a series of stations and lines that form raw steel and turn them into different shapes and sizes. Sam explained the use of the robotics and equipment, and the different jobs needed in this particular hall. In just the one building, we were able to see how much machinery is used to turn one raw piece of steel into a block that is then used to make a vessel.

We then met with ASCSB in the OSDP canteen, which has been decorated with indigenous art. Here we heard about the in-school Apprenticeship program they offer. In this program, successful candidates participate in a Certificate III in either Engineering or Electrotechnology while completing Year 11 and/

or 12. The program aims to help students complete the Cert III in their chosen trade while gaining experience working on the shipyard part-time. The areas of trade they offer are boiler making/welding, heavy and light fabrication, mechanical fitting, and electrical and pipe fitting.

We were then guided by Commodore (CDRE) Tiffen around the Common User Facility dry berth where the first Offshore Patrol Vessel (OPV) is under construction. We were able to gain a further understanding of the ship building process and what goes on behind the scenes. The information that CDRE Tiffen provided was very valuable and was an opportunity to learn from a person who is in a high role in their chosen profession.

As we were led around the OPV, we heard about the vessel in more depth. After the main construction is complete, the ship is lowered into the water where it remains for about 6-8 months for final construction and fitout works. This needs to be done in the water because the propellers can only be operated in water.

As we were shown around, CDRE Tiffen thoroughly explained the areas that still had to be completed, the areas that they were currently working on, and the importance of different parts of the vessel.

As a year 10 work experience student, being fortunate enough to experience a tour the ONS gave me a chance to see behind the scenes across the whole shipyard. This experience has really opened my eyes to a world that I didn't know existed and has shown me so many different career pathways that I was unaware of. The tour taught me so much about the process of ship building and construction.

Since 2000, Clontarf has helped more than 3,000 young Aboriginal and Torres Strait Islander men complete Year 12 and find employment. Many of them have gone on to have successful careers, purchase property, start their own young families and maintain healthy and fulfilling lives. They remain an important part of the Clontarf family and continue to provide support, guidance and inspiration to the current boys participating in the program.





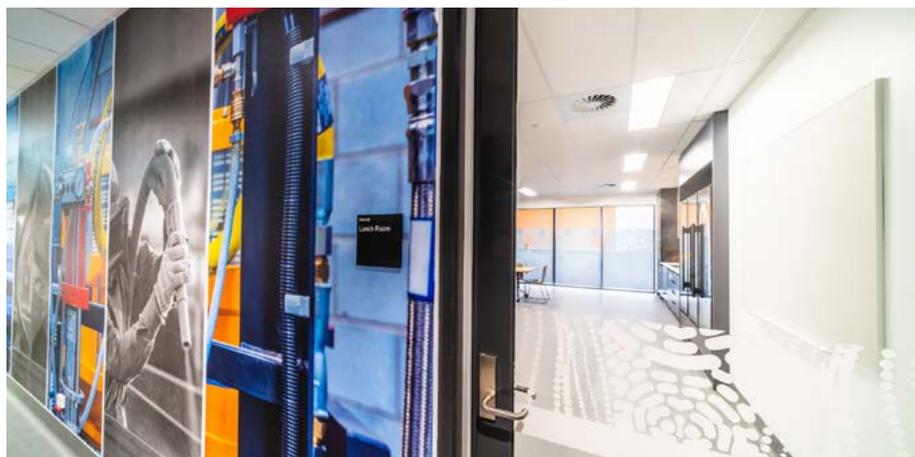
As the OSDP neared completion, ANI was keen to find a way to enhance the new shipyard and create spaces that supported the health and well-being of the workforce, whilst paying homage to the historical indigenous custodians of the land on which the shipyard was being built.

This was achieved through the commissioning of local indigenous artists and illustrators to develop artwork that reflects the indigenous history of the land, as well as its current use as a shipyard.

We are particularly proud of the two fire tanks which are adorned with Elizabeth's artwork. Titled 'With; On; Within', this artwork reflects the natural environment around the ONS historically and today, including the relationship that Aboriginal people have with the country and waterways more broadly. This design has also been used for all safety strips and privacy panels on glazed doors and walls.

In the canteen, illustrations of animals significant to the area adorn the windows, including the Kudlyu (Black swan), the totem of the Port River group and Kardi (emu), who was herded into the Lefevre Peninsula and caught on their way out. Kaurna language has also been incorporated into the entrance ways.

To illustrate the current use of the land as a shipyard, the foyers of each office amenity adjacent each of the halls include floor to ceiling mural montages of shipbuilding activities occurring at the ONS.



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