



H2Ooperations

Catching up with: All-Sea Atlantic

It's hard to believe that winter is now upon us, and yet another year is drawing to a close. There are lots of exciting projects on the horizon, so stay tuned!

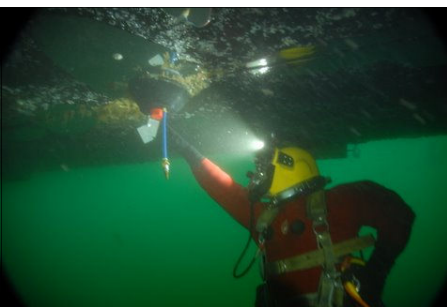
Crews from ASA, ASGL and ASE were sent to Newfoundland from late April to July to complete two separate projects. The first involved work on an oil rig, which included two insert repairs, a hull scrub of both pontoons, cathodic protection renewal (removal of old anodes and installation of new anodes), and the removal and reinstallation of both 65 ton thrusters, so they could be sent to St. John's for service. The second project—in its third summer—also involved crew from the SSA, working on an offshore FPSO. Both projects went exactly as planned and were deemed successes by our respective clients.

Construction work continues at the nuclear station, and ASA crews are about to start the installation of anodes at a local wharf.

As ASA is an integral member of the SSA, we have been working on various jobs in Spain, Panama, the Northwest Territories, and Hong Kong, among others—in recent months.

Many ship projects have been completed recently—especially in Halifax—with most involving propeller straightening and thruster repairs. Halifax is an ideal location for us to apply the specialized trade of services that we have become known for, with a quiet harbour and great visibility. Many times, we have been able to divert a ship to the area—resulting in fast, quality repairs for ship owners, and economic benefits for the port.

Catching up with: All-Sea Great Lakes



Earlier this year, an ASGL dive crew was sent to remove upwards of 20 timbers from under a bridge that had rotted away near the surface of the water. Weighing approx. 1000lbs each, the diver had to cut them free with a hydraulic chainsaw, and remove each one with our new 0-8 ton Palfinger knuckle boom. Careful attention had to be paid to ensure that all of the lumber was brought to the surface, as major damage could have occurred to the lock system had any of them managed to float downstream.

ASGL divers were sent to Sarnia, Ontario to blank off a couple of intakes on a ship—who don't very often use divers. The client was fairly excited to see our gear, preparations, and finally how well our cofferdams would work. The cofferdams were installed quickly and effectively, and used our hydraulic system to suck all of the water out of the system. The crew was amazed at how well they sealed and how quickly they were able to perform their tasks in replacing the components they needed to.

In early May, ASGL responded to an emergency phone call that a ship had ran aground in the Great Lakes while docking, and needed a crew immediately for a damage assessment. The river's three knot current and high volume of shipping traffic was going to make this fairly difficult, but the diver was able to complete the inspection safely and efficiently. The vessel was resting on a clay bed and no significant damage could be seen. The clients were fairly new to using divers and were very thankful when the job was completed.

Looking Ahead

- We were Silver Sponsors at the Canadian Ferry Operators Association Conference Sept. 13-15 in Halifax. Rick Shilling, Sales & Marketing Director of the Subsea Solutions Alliance, had the opportunity to present our specialized repair solutions to attendees at the conference.
- Take a look at the CFOA website to view a copy of our presentation & let us know what you think!
www.cfoa.ca

Now Open: All-Sea Korea Co. Ltd.!

Earlier this year, All-Sea Korea opened its doors for business. Established by Jun-Seok Lee, Vincent Cummings, and All-Sea Enterprises, and located in Busan, South Korea, this office now services most of the ports in Korea, such as Busan, Gwangyang, Ulsan, Pohang, Pyeongtaek, Incheon, as well as a number of ports in Asia.

The office is managed by Jun-Seok Lee (*pictured right*), who graduated from the Divers Institute of Technology in Seattle, Washington. Jun, along with the five dive technicians on staff, has many years of experience as a diver in the Korean Navy (ship salvage unit).



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Running gear inspections & how they can save you money



Another season of lobster fishing is upon us in Atlantic Canada. This often creates big problems for vessels in the area. The small lines gets sucked into the vessel, and gets in underneath the rope guards, tearing the seals out. This leads to oil leakage and a whole mess of bad things—such as water leaking into the stern tube, and bearings overheating—which in turn will cause ships to turn to the drydock for repairs.

So, how can this problem be addressed? A short, relatively inexpensive running gear inspection could help prevent a very costly stern seal repair. We in the All-Sea Group and in the SSA can repair stern seals, but if you wait too long to have it looked at, damage to the bearings could occur.

Have you received one of our tide calendars (valid until July 2011) for Saint John and NB clients?

Want to?

Send an email to asa.marketing@all-sea.com and let us know. Quantities are limited!



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