



H2Ooperations

Catching up with: All-Sea Enterprises

All-Sea Enterprises recently attended a vessel in Delta Port, BC to conduct non-destructive testing (NDT) on the bow thruster propeller blades, while the ship continued to handle cargo dockside. Cracks were identified by using a dye penetrate procedure. Before testing could be carried out, a cofferdam was installed and used to create a dry environment. Fractures were found throughout the blades, and the decision was made to replace the defective blades with new blades at a later date.

Additionally, ASE divers responded to a call from a cargo ship at the remote location of Plumper Sound. The vessel's Chief Engineer reported water egress into a dirty oil containment tank. Once the entry point was located, a 6" diameter steel doubler was fabricated to seal an erosion hole in way of a sounding pipe. This procedure allowed the tank to be pumped dry to facilitate an internal inspection.

ASE was called on to assist with the docking of the last Pacific Fast-Cat ferry aboard another vessel for the voyage to Abu-Dhabi. The vessel was ballasted down to approximately 7 meters below the waterline to allow the ferry to be positioned above the docking blocks. Once the ferry was secured, a second yacht was secured on the remaining deck space, and various items were put in place to cushion and protect both vessels. Additional fasteners were installed, the main vessel was de-ballasted fully to the surface, prepared to successfully deliver the vessels to the UAE. *Photo by Josh McLafferty.*



Catching up with: All-Sea Great Lakes

This past fall, All-Sea Great Lakes met a vessel in Clarkson, Ontario, experiencing difficulty steering to its starboard side. ASGL technicians performed a video inspection of the running gear, and found a tire hub lodged to the rudder, wrapped in chains. Upon further inspection, a 6 cylinder engine block was found to be dragging from the chain. The items were quickly and successfully removed from the rudder, and the vessel was able to carry on without any further issues.



ASGL received an emergency call from an energy plant in St. Clair, Ontario recently, and was able to respond within a few hours. Divers completed a full inspection of the tank, and found a number of issues, among them, an ROV had been sucked into the cooling tanks for the turbines. Once the ROV (remotely operated vehicle) was recovered, the dive crew installed a trash grating on the intake. This was the company's first experience using divers, and they quickly realized the value in it.

Furthermore, a five man dive crew was used to perform a 200 foot inspection on the tail race of a local power plant, which discharged into a locking system. Because of the large pipe penetration, a tender was placed at the mouth of the pipe, and one diver sent in. The biggest obstacle facing this crew was the fact that they had a one shot window—with 60 minutes of clearance for ship traffic, and 35 minutes no decompression limit. The crew was able to complete the project successfully and on schedule. *Photo: Chain through hub with engine block hanging 10 ft below skeg.*

Catching up with: All-Sea Atlantic

All-Sea Atlantic has been going full force since our last update. The LNG terminal is now complete and ASA has been involved every step of the way, from the very beginning to the end—from the environmental assessment, to construction, to on-going maintenance.

The project at the Dalhousie wharf—with the installation of ice shields—has long been completed and all went according to plan. Everything was finished ahead of schedule and the client was happy with the results.

Some projects seem to come in spurts. We've been doing a number of anode refits recently, as well as many propeller polishes. With the world economy and fuel prices what they are, companies and vessels are watching their expenses, and prop polishes have proven to provide a good return.

Recently, ASA completed an echo sounder replacement in Halifax. The project was carried out according to the manufacturers specifications, which involved the removal of the old unit and the fishing of new cable.

Bottom time was a concern on a recent job involving a fully loaded VLCC, whereby a double seachest (1m x 2m each) had to be blanked off. ASA met the vessel in Point Tupper, one of the many ports serviced in the Atlantic region. Bad weather became an issue and forced the crew to follow the vessel and successfully complete the job at its next stop in Sept-Iles, Quebec.

Looking Ahead

- **Kent Grass, All-Sea Atlantic Ltd., has recently been appointed as a Director of the CADC. Congrats!**
- **For Saint John & NB clients, our annual tide calendar will be out soon, & we are now taking orders! Please send an email to asa.marketing@all-sea.com with quantity and your address. And the best part—its free!**

Are your suppliers compliant?

In this day and age, paperwork seems to become increasingly important. Often easy to overlook, is the need to regularly ensure that your suppliers and contractors continue to be compliant, from everything from Workplace Health & Safety to the various Class societies. As we are all aware, so much can change in one year, and its important for companies to stay up to date.

One very useful application is the centralization of compliance information, sometimes from a Third Party. This way, organizations can ensure that regulation standards are being met by their contractors and suppliers. This is one program that has been implemented in our group recently. Through this we are able to centralize our health and safety information and have these documents independently verified and reviewed by a Third Party, including:

- Insurance
- Contracts & agreements
- Workers Compensation Board clearance letters and rate sheets
- COR/SECOR certificates
- Class certificates
- Safety programs
- Manage employee training & records, and
- Receive reminders before expiration of compliance information & certificates



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We Believe: Vancouver 2010



This past weekend, the world has descended upon Vancouver for the 2010 Winter Olympics. Mitch Quigg, an employee of All-Sea Atlantic, was fortunate enough to be chosen as one of the Olympic torch carriers through Southern New Brunswick. Congratulations to Mitch—Go Canada Go! *Photo L-R: Mike Hutton, Kent Grass, Chris Kenney, Trisha Wright, Boyd Saunders, Mitch Quigg, Justin Parker, Joel Belliveau, Chris Woodburn, Chris Couture, Almeda Nilsson, J.C. Bissonette, Pat Scott, Jake Crowell, Monte Nickerson.*



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