



February 2009

SubSea Solutions Newsletter

"The Chronicles"

Rapid Cost-Effective Worldwide Underwater Repair Solutions

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With the winter making a slow but sure passage from the Northern Hemisphere, our diver / technicians are looking forward to a nice warm swim in the tropics. With the completion of a several underwater propeller repairs including cold static load straightening due to the heavy ice flows this winter, the member companies of the Subsea Solutions Alliance remained quite busy in the Northern Hemisphere of the world. Look out Miami Diver, the invaders from the North are coming!

I want to thank the hospitality of our clients in The United Kingdom (Glasgow, Newcastle and London), Germany (Hamburg), Cyprus and The Netherlands for their hospitality this past month. It was a pleasure to meet everyone and we look forward to supporting your vessel needs in the future.

Below is a short summary of the major jobs performed this prior month.

- numerous propeller repairs performed
- two thruster exchanges were performed
- one seal repair was completed

- Two insert repairs were performed

Propeller repairs from Hot to cold

Repairs performed in the Caribbean and in the Ice of the North



With the heavy Ice flows that blanketed the Northern hemisphere this winter the Diver / Technicians of the **Subsea Solutions Alliance** were very busy repairing and straightening bent propeller blades. Last month 2 propellers were repaired on the St. Lawrence seaway, one was repaired in Halifax, Canada, one in Cozumel Mexico, one in La Paz Mexico, one in Jamaica, two in San Juan Puerto Rico, another in Portland Oregon and lastly one was repaired in Singapore.

Additionally CPP propeller blades were changed out in Florida on two separate vessels.

When a vessel contacted us in Northern Canada after incurring damage to it's propeller from heavy ice, the **Subsea Solutions Alliance** mobilized diver / technicians and specialty tooling from our global pool of certified divers to the location within 48 hours. Even with the the ice being OVER 1 meter thick, repairs were performed without hesitation or fail. In this particular case the ice was so thick it prevented the vessel from coming alongside and the vessel remained stuck 8.5 meters off of the pier. Once a Dive plan was confirmed and inspection dives were completed, a repair procedure was developed and presented to both the port authorities and classification society so that the vessel could sail upon the completion of the repairs.

With **proven** technology of straightening large bends in propellers underwater the **Subsea solutions Alliance** remains the only company that can provide on a global basis the ability to straighten propellers underwater with a cold static load press. By performing over 500 repairs throughout the world with the Cold Static load press we have proven the ability to perform a PERMANENT repair to a propeller when others have walked away.

After a month like this the Diver / Technicians surely need a nice Caribbean job to warm their bones. Our expertise in Hydrodynamic solutions allow us to properly repair the damage while at the same time maintain propeller efficiency and vessel performance. Typically repairs can be executed while cargo is being performed and repairs typically take between 8 and 14 hours. Before you crop a propeller blade, give us a call for an independent evaluation.

Bow Thruster Vs. Caribbean Fender

BOW THRUSTER LOSES!



During maneuvering, a cruise vessel experienced a sudden seizure of one of their bow thrusters. Not knowing the cause of this sudden stoppage of the bow thruster, the diver / technicians from the **Subsea Solutions Alliance** in Miami were called in to investigate. To everyone's surprise a "Caribbean Fender" (Large Truck Tire) was found lodged in the thruster. Due to the extent of the damage to the thruster unit it was

decided to remove the entire unit underwater for overhaul and repair. Working together with the OEM of the Bow Thruster, the unit was successfully extracted without delaying the vessels at any time or taking it out of service.

Who would have guessed that a Caribbean Fender could be found inside the thruster. But with large cruise vessels going to small, shallower ports of call, it is likely that this Caribbean Fender was picked up from the bottom by the thrust developed during maneuvering.

This just proves it, you never know what you're going to find until you look and see. Let us be the first to trouble shoot your Tunnel thruster problems. With trained Diver / Technicians throughout the world the **Subsea Solutions Alliance** remains the most experienced underwater equipment repair team throughout the world.

Permanent Insert repairs

CURACAO- THE CARIBBEAN'S TANKER PORT



With Tanker vessels transiting all through the Caribbean and shipyard availability at an all time low, isn't it great to know that there are LOCAL resources you can turn to for Permanent shell plate repairs? One European tanker owner was glad to know that the **Subsea Solutions Alliance** has a fully equipped station in Curacao with boats, crane barges, diver / technicians and specialty equipment to perform

complex vessel repairs. Upon completion of their cargo operations two insert repairs were performed on both the starboard and port side shell plating of a tanker with a condition of class on it's hull.

Once the doubler plates were cut away to gain access to the damaged shell plating, the starboard side section (350 mm X 350 mm square) and port side section (680 mm by 730 mm) were prepped for removal. Purpose built cofferdams were locally manufactured and installed on the hull. The engineering team within the **Subsea Solutions Alliance** formulated a repair procedure and the **Subsea Solutions Alliance** team in Curacao executed this procedure under the supervision of the attending classification society surveyor.

In no time, this tanker was on it's way with no conditions on its hull and a permanent repair performed. Why take your tanker off hire or deviate to a shipyard when repairs can be done in place? The **Subsea Solutions Alliance** stands ready to support your hull repairs. Let us know what we can do for your vessel.

The Subsea Solutions Alliance (SSA) is a consortium of underwater ship repair specialists including: All-Sea Enterprises Ltd, Miami Diver Inc, Parker Diving Inc and Trident BV. With a dedicated staff of over 130 divers globally, SSA has revolutionized the methods of repair for ship equipment underwater. Through a common shared system of dive equipment, specialty tools, and dive personnel the SSA is able to mobilize quickly anywhere throughout the world with diver / factory trained service technicians for most OEM equipment. From the replacement of aft propeller shaft seals to the exchange of thrusters to straightening large bends in propellers, SSA has become the OEM's choice for all types of complex repairs. With class approved techniques and a highly trained staff in both underwater ship repair and propulsion equipment maintenance, SSA is the clear choice for vessels operating in sensitive environments and on critical trade routes.

For Further information please feel free to contact:

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