



September/October, 2009

## COMMERCIAL DIVING SERVICES

Volume 1, Issue 6



EMERGENCY  
UNDERWATER REPAIR  
AND INSPECTION  
SERVICES / 24 HOURS A DAY /  
SEVEN DAYS A WEEK

UNDERWATER  
DIGITAL VIDEO &  
PHOTOGRAPHIC  
INSPECTIONS

COMPLETE CLASS  
APPROVED REPAIRS

### SPECIAL POINTS OF INTEREST:

- RANDIVE WILL HAVE TWO BOOTHS THIS YEAR AT SHIPPING 2010 AT THE HILTON HOTEL, STAMFORD, CONNECTICUT, USA MARCH 22, 23 & 24, 2010
- RANDIVE PURCHASES NEW MILLER WELDING INVERTERS FOR UNDERWATER HYDRO-GOUGING PROCESS

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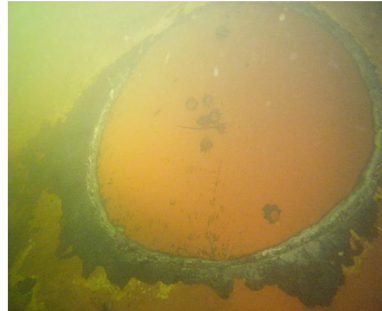
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### "SINCE 1959"

## RANDIVE COMPLETES MULTIPLE PINTLE PLATE FABRICATIONS AND UNDERWATER WELDING INSTALLATIONS FOR LARGE CONTAINER VESSEL COMPANY

During the early part of the summer Randive was asked to perform an in water survey on a large container vessel. During the inspection it was found that the pintle access plate was missing. There were subsequent inspections performed on other vessels and they were all found to be missing the same plate. In the early part of September we were contacted by the company and asked if we could fabricate the shaped plates as per the rudder as-built drawings and reinstall utilizing our certified underwater welding procedures. This of course would be no problem at all and upon consultation with the vessel's Superintendent a repair schedule was set up for the individual vessels and plate fabrication would commence. The



COMPLETED PLATE  
INSTALLATION  
WELDING PERFORMED BY:  
*Robert Ross*



*CLOSE UP OF COMPLETED WELD*  
plate dimensions would be almost one meter in diameter with over a 25mm curvature needed to be rolled into the plate in order for the plate to be fitted and welded properly. It was decided to fabricate one

plate initially in order to confirm the plate dimensions and shape on the first rudder to be repaired. Upon arrival of the first vessel to be worked on; a five man dive/welding team was deployed and the installation procedure was commenced. It was found that the plate fit near perfectly with only minor modifications needed prior to commencement of the underwater welding procedure. The plate was completely welded with the entire installation being completed in under ten hours and well within the vessels port stay. It was also decided that due to the presence of cavitation a series of anodes were to be welded onto the rudder in order to mitigate any possible cavitation damage to the rudder and rudder area. The other vessels which were in need of the same repair were all completed in the same manner and on their first port call to the satisfaction of the vessel's Superintendents.

*Providing Quality  
Diving Services to the  
Maritime Industry  
for 50 years*

### RANDIVE'S JOKE OF THE MONTH

#### IRISH LOGIC

*So Paddy asks Murphy:  
"Why do scuba divers  
always fall backwards off  
their boats? "*

*To which Murphy replies,  
"Well, if they fell forward  
they'd still be in the  
BLOODY boat!!!"*



**WE ARE THERE  
WHEN YOU  
NEED US :**

- **24 HOUR SERVICE**
- **7 DAYS A WEEK**
- **365 DAYS A YEAR**



*ANODE INSTALLED  
FROM PAGE 1 STORY*



*Our newest member of the crew  
"Emily Ann"  
Now where did I put that post-it???*



*RANDIVE WORKS ON THE  
"QUEEN MARY 2"*



*RANDIVE ASSISTS WITH  
SALVAGE OPERATIONS*

## COMPREHENSIVE VESSEL MAINTENANCE AND INSPECTION CONTRACT COMPLETED AT EARLE NAVAL WEAPONS STATION, NJ

In the middle of September, Randive was requested to perform multiple in water tasks on a Military Sealift Command vessel at the Naval Weapons Station in Earle, New Jersey. Over a two week period utilizing multiple dive teams, we were requested to perform a comprehensive underwater condition inspection. This consisted of photo documenting every hull penetration, shafts, rudders and propellers for any anomalies. During the general condition survey, it was noted that the rudder stock access fairing plate was missing; this was going to have to be addressed and a template to be made to fabricate a new fairing plate to be reinstalled. Prior to installation, we were requested to obtain rudder stock readings; this was easily accomplished on the rudder that was missing the fairing plate. The other rudder required our dive teams to remove the fairwater; obtain the readings and then reinstall the plate. While the new fairing plate was being fabricated, we moved onto the main propulsion propellers which needed to be cleaned and polished and once again documented utilizing digital underwater photographs. At the same time, we had an additional team perform a full hull cleaning which consisted of the entire underwater hull of the vessel. The last task to be completed was the installation of the newly fabricated rudder fairing plate. Utilizing once again our approved underwater wet welding procedures the plate was floated into position, fitted and fully bolted and welded to the satisfaction of the attending Chief Engineer. All tasks were completed in the allotted time and the vessel was able to meet her departure time. The dive team consisted of Robert Ross, Joe Mansonet, Dave Lamon, Larry Nelson, Jason Ballantyne, Brendan Pender, Ed Southworth and Rod Cunliffe - - all performed an outstanding job.

## NEW YORK HARBOR SUPPLY & DISTRIBUTION A SUCCESS ONCE AGAIN FOR RANDIVE

On October 8th, Randive attended the above reception as well as having a tabletop exhibit for the first time. Thanks to all who stopped by as it is always a pleasure speaking with those of you who we have known for so long in addition to meeting new friends. Thanks to Paul Cooke who does an outstanding job putting this event together. See you all again next year!!



On September 7th, The Society of Marine Port Engineers of NY held their annual golf tournament at the

Apple Ride Golf course in Mahwah, NJ. Team Randive which consisted of Robert Ross, Keith Michalski, Ricky Luciano and George Zweidinger shot a 2 over par. As usual, it was a great event. Great job guys!



## "TLC" FOR OUR DIVE SUPPORT VESSEL "BECKY ANN"



*Keith Michalski on bow /  
Peter Thierry in foreground*

For the first time in over two years our dive support vessel "BECKY ANN" was taken out of service and hauled out of the water in order to perform some much needed routine maintenance and modifications. Over a four day period the hull was blasted, painted and given a complete makeover. In addition,



some routine welding repairs were performed and interior modifications begun in order to further customize for diving and underwater video operations.

## RANDIVE QUALIFIES AS AN ISNETWORLD APPROVED DIVING CONTRACTOR



Just about a year ago, Randive was contacted by one of our oil company clients and advised that we would be required to become an ISNetworld member company as per there new corporate requirements. Once commenced, we found out that this would be an extremely difficult and long process. However, due to the tireless efforts of Charlene Ford ,we are pleased to announce that we have successfully completed the process and have been accepted as a member company. For those of you not familiar with ISNetworld, ISN is the global

resource for connecting corporations with safe, reliable vendors from capital-intensive industries. ISN collects self-reported conformance information from vendors, verifies its accuracy, and then reports the results in an easy-to-follow format. This allows corporations to select those resources that best meet internal and governmental requirements, while providing vendors and suppliers the opportunity to centralize their conformance information, saving time and gaining presence in the marketplace.

## COMPREHENSIVE CONDITION AND AS-BUILT PIER INSPECTION WITH VIDEO COMPLETED IN CAMDEN, NJ

In the beginning of October a large engineering company requested we provide general diving services for the purpose of



confirming and establishing as-built drawings and determining the overall structural condition of a large pier in the Camden, NJ area. Working closely with the on-site PE we were able to conduct all of the required tasks in addition to documenting all with underwater digital video in the allotted time frame. The dive team consisted of Joe Mansonet, Ed Southworth and Jason Ballantyne

(pictured above), all performed an excellent job.

During the week of September 14th, Joe Mansonet and Peter Thierry were flown down to Panama City, Florida in order to attend a dive helmet training class. The purpose of this training is in order for us to properly maintain and certify our own dive helmets.

### KIRBY MORGAN DIVE SYSTEMS, INC. MAINTENANCE AND REPAIR TECHNICIAN



CERTIFICATE NO. T-05582  
THIS CERTIFIES THAT:  
JOSEPH MANSONET



HAS COMPLETED THE KMDSI MAINTENANCE AND REPAIR TECHNICIAN COURSE ON THE FOLLOWING KIRBY MORGAN EQUIPMENT:  
SUPERLITE SERIES: 17A/B, 17K, 27, 17C HELMETS, KM-37, KM-47, KM-57, KM-77 HELMETS, KMB 18/28 BAND MASKS

### KIRBY MORGAN DIVE SYSTEMS, INC. MAINTENANCE AND REPAIR TECHNICIAN



CERTIFICATE NO. T-05583  
THIS CERTIFIES THAT:  
PETER A. THIERRY



HAS COMPLETED THE KMDSI MAINTENANCE AND REPAIR TECHNICIAN COURSE ON THE FOLLOWING KIRBY MORGAN EQUIPMENT:  
SUPERLITE SERIES: 17A/B, 17K, 27, 17C HELMETS, KM-37, KM-47, KM-57, KM-77 HELMETS, KMB 18/28 BAND MASKS

For Joseph it was to recertify, as he has been an authorized dive helmet technician for the past three years. For Peter it was for an initial certification. Congratulations to both for completing the three day course as it is an important part of us maintaining our equipment safely and efficiently.

### OTHER RECENTLY COMPLETED JOBS

#### IN SEPTEMBER & OCTOBER:

- REMOVAL OF OIL FROM F/V IN L.I, N.Y
- GROUNDING SURVEY IN THE PORT OF ALBANY
- BV IN-WATER SURVEY AT CAPE HENLOPEN, DE
  - REPAIR OF CAISSON SEAL, BOSTON, MA
  - DNV IWS OFF CAPE HENLOPEN, DE
  - MULTIPLE ABS UWILDS THROUGHOUT THE AREA
- REPAIRS FACILITATED ON FDNY FIRE BOAT
  - CHANGE OF OWNERSHIP INSPECTION AT BIGSTONE ANCHORAGE, DE
  - HULL CLEANING IN NORFOLK, VA.
- PROPELLER POLISHING IN BALTIMORE, MD
- FULL HULL CLEANING & POLISHING AT AMBROSE
  - SURVEY OF CRUISE SHIP AZIPODS



## Maritime History

Ever wonder where some of our famous nautical sayings came from? Each newsletter will have a new one...



### FIRST RATE:

Implies excellence. From the sixteenth century until steam powered ships took over, British naval ships were rated for the number of heavy cannon they carried. A ship off 100 or more guns was a First Rate line of battle ship. Second Rates carried 90-98 guns; Third Rates 64-89 guns; Fourth Rates, 50 to 60 guns. Frigates carrying 20 to 48 guns were Fifth and Sixth rated...