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satellites from some 1,600 miles out in the Indian Ocean. In the middle of the ocean there are no issues about owning the land around the launch. SSA has been involved with this customer since its inception. A command ship accompanies the operation when they leave their home port for their location close to the Equator in the Indian Ocean. Being close to the equator means the rockets are able to lift larger payloads. When ready to launch, everyone abandons the floating launch platform and goes miles away from where the rocket is launched.

Some clients just cannot go to dry dock. To maintain these vessels The Subsea Solutions Alliance has designed and built specialized large (60 to 80 ton) cofferdams that come all the way to the surface of the hull. The cofferdam enables dry work to be done on the propellers even when the vessel is far out at sea. The cofferdams are installed by having them float in on lift bags where the load is transferred over with a chain hoist. Delta Rigging supplies a great deal of the equipment for that work. They may have eight to ten 25-ton hoists involved with the work on the job.

Maintaining momentum for the future

The Subsea Solutions Alliance has maintained steady significant growth year after year for the last 15 years. But that is a tough rate to keep up with, according to Peters. Perhaps because of this high growth rate, they have a whole program for bringing in new workers, testing them and then evaluating them. They might bring in 30 guys each year and out of those perhaps four will be brought on with the company. The company has their own apartments for prospective employees to stay at while they are being worked with. They are paid to go on jobs just so the company can evaluate them.

Though this method is costly, still it has worked well for the company in bringing in the best individuals that they can find. Though the current economic downturn has not affected the company as directly as it has other industries, being a service industry means that there can be some ripple effects too.

“Since ships are how we make our living, it does concern us that 10% of the world’s ship fleets are in layup,” adds Peters. “That’s 10% of all the ships operating out there; they’re ob-

viously not asking us for any work to be done. Also money has become very tight for ship owners. But if it’s going to save them money by having us do their repairs for them, they’re going to have the work done.”

Over the years the company has made friends with various companies around the world in order to make things happen as smoothly as possible. If these companies are incorporated into the job they can help with the complicated repairs in remote areas around the world. Working this way allows our employees to be safe while at the same time continue to provide a first rate quality repair.

Between all the workers involved and all their travel, on average some 125,000 to 150,000 air miles are involved for each key worker on an annual basis. Though it might seem Peters spends much of his time traveling the world, actually now much of his time is spent meeting with clients or talking to them on the phone. With many years of experience in making things happen in the forefront of operations and behind the scenes, Peters has a unique view of the marine work environment, both from the surface - and under the water. **WRN**



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