



**GLOBAL**  
OFFSHORE DIVERS

On October 22 2009 Global Offshore Divers performed a subsea inspection for PN&D at the New Port of Anchorage which is currently under construction, This Inspection was performed on sheet pile cells WBB38, WBB37, WBB36. The areas inspected were the sheet pile interlocks about 2ft off the sea floor.

The New Port of Anchorage is located in the Cook Inlet basin. The water visibility in this area is zero. The inspection diver used two methods for inspecting the sheet pile interlocks First he feels the interlock for uniformity to see if the thumb of the sheet pile was out of the joint. Then he would scrape out debris from the pile interlock using a thin knife blade. The next step is to utilize a clear water bag and an underwater light. The water bag is placed over the joint and the light is shown into the bag. Next the diver presses their face plate against the bag. The bag, light, and diver adjust till the diver can see the joint. This method can be difficult because dirty water can remain in the joint or there can be debris left can make it difficult to see the joint. Also you are looking at a small area. For more thorough inspection, the area can be cleaned using a water blaster that provided a 20,000 psig water stream.

Cell WBB36 was also inspected from the north Y connection to the south Y connection point. At the North Y connection the sheet that connects to the Y was found out the joint. This sheet along with the next sheet to the south were curled in toward the center of the cell. The diver could reach in and touch the tail wall about 3 feet in to the cell. The two sheets were bent in a triangle shape inward. The sheet to the south of Y connection was also out of the interlock joint for about 3 ½ feet running upward. The bottom of the damage was at the mud line. The Y connection interlock was bent or ripped. At the third sheet over from the Y connection the sheet pile appeared to be normal. The balance of the inter locks to the south were also inspected (15 total not counting the two sheets south of the north Y connection) appear to intact.

Cell WBB37 was inspected from the north Y connection to the south Y connection point. 18 interlock were inspected. The fourth interlock from the south Y connection may be showing signs of the sheet coming out of the joint but the diver wasn't able to completely verify.

Cell WBB38 was inspected from the north Y connection to the tail wall in three foot of water. At the North Y connection the sheet that connects to the Y was found out the joint just above the mud line. It was out of the joint for about 3 ½ feet. The sheet was also pushed in about 2 inches and there was a horizontal rip in the sheet for about 6 inches. The area would look like a triangle with the bottom right corner pushed in. A total of 33 interlock were inspected on this cell.

If additional inspections are required it is recommended that the inspections be completed the using high pressure water to clean the joints along with vessel for dive support.

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