



A&P Group

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ShipRepair & Conversion
LONDON 2009

A&P Stand D16
VIP Lounge



A&P Stand No.
C05-21A

A&P Group

Welcome to our Spring 2009 & ShipRepair & Conversion edition. 2009 will undoubtedly be different for many of us, the dramatic decline in the World's economic stability has seen us all rising to many new challenges. For A&P this has meant leveraging the weakness of the British pound to make us even more competitive than we were a year ago. We have used this edge to work with a number of owners in finding solutions to reduce costs, this has resulted in seeing some new customers as well as continuing to provide services to existing customers. Certainly we at A&P have approached the challenges of the economic situation as an opportunity, where our innovative thinking can assist our customers in getting through difficult times.

We have taken up to 30% off the docking costs for some owners through efficiencies and planning that we believe are sustainable for the future and will ensure a strong future for both A&P and its customers.

We hope that if you are attending ShipRepair & Conversion in London you will get a chance to visit us on our stand at the VIP Lounge (D16). If you are not attending the exhibition but would like to speak to us please feel free to contact us at anytime.

Dave Skentelbery, Managing Director
A&P North East Businesses
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A&P Falmouth

Q3 & Q4 2008 and Work for 2009

The third and fourth quarters of 2008 were busy periods for A&P Falmouth.

During Q3 two Grimaldi Vessels *Eurocargo Europa* and were drydocked for general repairs.



Grande Francia

Also drydocked in this period were three James Fisher Everard vessels, *Mersey Fisher*, *Steersman*, and *Rudderman*, bringing the total to 14 James Fisher Everard vessels drydocked in the last two years. Other vessels drydocked included *Jo Aspen* for Jo Tankers, dredger *Sand Weaver* for Cemex UK which included major life extension work, RoRo *Undine* for Euroships, tanker *Sinbad* for Admanthos and Irish Sea's RoRos *Stena Seafarer* and *Celtic Star*.

Q4 saw a 21-day refit on the cruise vessel *Thomson Celebration* which included a full blast of the underwater area and application of Interleek 900 paint service. A&P Falmouth has extensive experience of Interleek application having successfully completed some 10 vessels in the last 12 months.



Thomson Celebration

Other vessels drydocked in Q4 include, the UECC car carrier *Autosun* consisting of a complete paint and logo change, LPG tanker *Kendal* for Komaya UK, LPG tanker *Monsoon* for Bernhard Schulte, and the tanker *Nordpolen* for Songa Shipmanagement. In addition a four month reactivation and sale docking of the ex RFA vessel *Sir Bedivere* was commenced. The vessel has been sold to be the Brazilian Navy and is to be renamed NDCC *Almirante Saboia*.

Q1 2009 has already been a busy period, with completed refits including Irish Ferries fast cat *Jonathan Swift* with major aluminium repairs and application of Interleek 900, ferry *Commodore Clipper* for Condor Ferries, *Pride of Bilbao* for P&O Ferries, heavy lift barge *Terra Marique* for Robert Wynn and rudder repairs to the Carisbrooke vessel *Amy C*.

MOD (UK)

A&P Falmouth is pleased to see the return of *RFA Argus* to her base port in Falmouth to begin a 10 month ship safety conversion, currently the largest project to be undertaken by both A&P and the RFA in terms of scale and scope.

The 28,000te *RFA Argus* originally had a primary role as aviation-training ship capable of landing 5 helicopters simultaneously with a secondary role as the British Navy's primary casualty reception unit. Due to capability requirements A&P will undertake a conversion to reverse these roles, reducing helicopter capability (removing one landing spot) and increasing the efficiency of the primary care facility to be the ship's primary role. The ship conversion requirements have been led by the need for a life extension until 2020 and compliance with the associated safety requirements for its new role during this period. The conversion includes the following:

- Removal of the forward aircraft lift,
- Construction of new casualty access lifts and an access/escape ramp,
- Upgrade and structural modification to the bridge front,
- £5 million accommodation upgrade,
- Upgrade & replacement of the systems for refrigeration, ventilation, sewage treatment and reverse osmosis.

For further details please see A&P Falmouth's newsletter



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A&P Tyne SeaFrance Berlioz

SeaFrance Berlioz, Passenger RO-RO of SeaFrance docked at A&P Tyne on 19 March 2009. Dave Skentelbery said, "This is the first SeaFrance vessel to dock with A&P Tyne. We hope this leads to a long relationship between the two companies"

SeaFrance Berlioz was at the yard for a 3 week period to carryout annual drydocking and refit work and provided employment for 200 men during this period. The project included:-

- main engine and auxiliary engine refurbishment,
- installation of an oily water separator,
- rudder refurbishment,
- minor steel work repairs,
- switchboard overhauls.

Highland Endurance (Anchor Handling Tug Supply)
Gulf Offshores' *Highland Endurance* docked at A&P Tyne on 28th March 2009 for a five year special survey and installation of a DP11 system. Significant activities included painting, survey of tailshafts and sea valves however it was the installation of the HIPAP DP11 system was the critical path activity. Despite complications arising from delays in the availability of HIPAP equipment the installation was completed to plan after 12 days in dock and the commissioning in 6 days alongside.

Also an emergency drydocking was carried out on the Offshore Support Vessel *Putford Aries* for Seacor Marine for thruster repairs. Currently in dock is the barge *UR101* for Ugland Marine for general repairs. Due to dock is the *Pride of Dover* for P&O Ferries for an annual drydocking and general repairs.

A&P Tees

A&P Tees has seen a busy start to the year with 9 vessels being docked in Quarter 1. A variety of clients and vessel types have been accommodated in this period, in addition to the projects listed below the *Sand Serin* of CEMEX UK, *Ocean Prima* of The Schulte Group and *Svitzer Laura* of Svitzer Marine Ltd were also drydocked.

During Q1, the following three repair projects were carried out for Hanson Aggregates Marine Ltd:

Arco Humber (Dredger)

The docking took place in January and included a mix of routine maintenance works as well as completion of the final stage of life extension surveys and repair works. A significant programme of tank blasting and painting, hull steelwork and testing of ships tanks was performed.

Arco Avon (Dredger)

Immediately following Arco Humber, the Arco Avon was drydocked. In addition to the routine drydocking repairs a new dredge pipe extension was also installed, a new CO² compartment was fabricated and the ships fire fighting system relocated.

Arco Adur (Dredger)

Works included routine drydocking repairs and modifications to the lubricating oil tank plus the installation of a new dirty oil storage tank were performed.

Audacity (Tanker)

January saw the emergency docking of *Audacity* for FT Everard & Sons Ltd to perform steelwork repairs to the vessels bulbous bow. Whilst the vessel was in dock the vessel owner also took the opportunity to perform various routine docking checks and repairs.

Sand Heron (Dredger)

Sand Heron of CEMEX UK Marine Ltd arrived at the A&P Tees Yard on 9 February to undertake her annual docking period. Extensive repairs were performed across the majority of the ships dredging equipment. The specification also required the ships voids to be blasted and re-coated totalling 1200m².

Ocean Scotsman (Platform Supply)

The *Ocean Scotsman* of Sartor Shipping docked on 17 February. The schedule required A&P Tees to overhaul the forward bow thruster which was fully dismantled, hub stripped for inspection and the inserts machined and re-installed. Significant steel repairs were undertaken in the ships brine tanks, followed by a full blast and recoating of the same. The ships azimuth thrusters, gearboxes and coolers were also fully overhauled.

Changes within A&P Shipcare

Following Mark Giles recent move to a Group Sales role, Andy Shaw is now leading the teams at Chatham, Dover and Hull. Mark Middleton continues to head the business at the Hull Depot and Neil O'Connor is responsible for our operations at Chatham and Dover.

A&P Chatham

The Chatham repair team have enjoyed a busy start to the year by completing four alongside refits for Hanson Marine Aggregates. The vessels *Arco Beck*, *Arco Dijk*, *Arco Dee* and *Arco Adur* were completed on time to suit the owners operating schedule. Work included full dredge pump overhauls, shell and deck insert repairs, loading tower refurbishments, engine room pipework renewals and service arm changeover.

A&P Hull

The Hull repair team have recently completed alongside bow fender steelwork repairs on the tug *MT Serviceman* for Specialist Marine Services in the Port of Hull. The project was completed over a 10 day period and included removing all of the 25" diameter rubber fenders to access the vessels hull, removing and replacing damaged and corroded steel around the full circumference of the bow.

Mark Middleton, Operations Manager commented, "This was a challenging job in the 'out of service' time available to us, we provided a fixed price quotation and time for the contract and we were delighted to achieved all of the targets we set."



MT Serviceman

Antwerp

The Shipcare team have been busy supporting the Italian Owners Grimaldi Group at the A&P Shipcare facility setup in the AET Terminal Antwerp. Having completed the fabrication of two 1.8m square access hatches required to access the bow thruster motors, the team of steelworkers fitted one onboard the *Grande Colonia* and *Grande Sicilia*. The hatches were fitted during a continuous working period of 48 hours.



Grimaldi Group Vessel