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A&P Group

Welcome to our newsletter, 2008 continues to be a busy year for A&P with both old and new customers.

During 2008 we are as a Group focusing on continued improvement in our service delivery to meet the demands of our customers to reduce docking times at competitive prices.

We are very conscious that during the first quarter there have been times that due to lack of dock availability we have been unable to take some customers and we therefore welcome early notice of possible docking requirements in order that we can plan ahead and avoid issues arising from the current high level of activity in the market place.

As always we welcome you to contact us regarding possible requirements so feel free to contact us at any time.

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A&P Falmouth

MOD

In addition to the base berthing at Falmouth of RFA Argus the Aviation training and Primary Casualty Reception



Ship A&P Group has been announced as the preferred bidder for the 4 RFA LSDA's (Landing Ship Dock Auxiliary). These vessels are the latest to enter operational service and were built in the UK by BAE and Swan Hunter. Falmouth has worked with BAE closely over the last 18 months to get all 4 ships into service and now is in partnership negotiation with the MOD to provide through-life support for these vessels for the next 30 years.

James Fisher & sons

The 2,760grt Humber Fisher is the third Fisher tanker to dock at Falmouth in 2008. Work carried out included a refit and application of Intersleek. The tankers Clyde Fisher and Milford Fisher are to follow in March and a further five tankers are due in Summer 2008.



Grimaldi

A&P Falmouth look forward to continuing the relationship with Grimaldi Group in 2008 who docked three vehicle carriers in 2007; the 42,001grt Repubblica di Roma, the 48,622grt Repubblica di Venezia and the 37,712grt Grand Benelux.

Plym II

The chain ferry Plym II has recently completed her first refit at Falmouth. She is one of the three ferries which crosses between Plymouth and Torpoint every 15 minutes. The vessel was fully tented to ensure the refit and car deck resurfacing was completed to deadline. A&P Falmouth look forward to refitting her sister ship Tamar II in May 2008.



SD Newton

Tank surveys were carried out with Lloyds, renewed 40m of ballast pipelines within tanks. Washed and painted the hull below and above the waterline. Also carried out extensive work on all three main compulsion generator armatures. Major steel renewals within the bridge and officers' cabin areas being completed alongside.

Forthcoming work at Falmouth includes:

- Pride of Dover & Pride of Kent for P&O Ferries for an annual refit.
- Symphorine, Euroship Services freight RoRo for drydocking and survey
- Commodore Goodwill, Condor Ferries for tailshaft and steel repairs
- Clyde Fisher, James Fisher, tanker, drydocking and survey
- Milford Fisher, James Fisher, tanker, drydocking and survey including intersleek application
- RV Alliance, NATO research vessel, drydocking and survey
- Nomad, Admanthos, tanker, drydocking and survey
- Ocean Nova, Passenger, drydocking and survey also embarking passengers at Falmouth
- Quest, passenger, alongside repairs,
- HMS Enterprise drydocking and survey
- Tor Futura, DFDS freight RoRo, drydocking and survey.

Port Falmouth Marina

A&P Ports & Properties are well underway in developing plans for their 300-berth World class marina facility.



The marina will be located in the area of the old Empire and Duchy Wharfs and will provide additional wharf space for vessels upto 80m LOA, with 1m freeboard pontoons, 3 phase power outlets and a drive pontoon facility for the provisioning and servicing of large vessels.

Drystan Jones, previous manager of Ocean Village Marina in Southampton was appointed in October 07 to oversee the construction and operations of Port Falmouth Marina.

Visit their Website: www.portfalmouthmarina.co.uk

A&P Tyne

Currently docked at the Hebburn shipyard on Tyneside is the offshore construction vessel CSO Orelia, which is undergoing an upgrade & life extension project for Technip UK. Fabrication started in August 2007 prior to the vessels arrival at the yard in early January 2008 and she will depart early April 2008. The project includes the installation of a 370Te (90) person fabricated accommodation block and the installation of new bow and stern structures which will enhance sea performance and increase fuel economy.



P&O's Norcape arrived for her annual refit on 26th March 2008 and due to depart in the beginning of May 2008. Major works include the removal of existing doublerplate circa 1800m² on the upper deck, main deck and tank top and circa 2300m² plating repairs using SPS methods to major parts of cargo decks and lowerhold tanktop. Also the removal and renewal of the main engine crankshaft.

Recently departed from the yard the DFDS passenger/RO-RO vessel King of Scandinavia had emergency alongside repairs carried out resulting from collision damage received during the recent gale force winds.



A recently won contract is the fabrication and delivery of panels for VT Shipbuilding to be installed on a newbuild offshore patrol vessel at their yard.

A&P Tees

Westminster Dredging, Medway II

The largest project to be secured by A&P Tees, Medway II, departed on the 15th February 2008. The vessel was built in 1975 and is to remain in service for a further 3 years. In addition to general dry docking works the life extension workscope required the replacement of 60Te of steel in way of main decks, external hull and hopper. The majority of her dredging pipe work was replaced and the degassing system.

Hanson Aggregates

A&P Tees maintain a good working relationship with Hanson Aggregates throughout the first quarter of 2008, carrying out work on the following vessels:

Arco Humber - The main focus of this successful contract was the first step in a year long life extension programme. The focal point of the repair were the vessels ballast tanks, Following steel repairs the tanks were blasted and coated. As with all dredger stops significant repairs were carried out the vessels loading and discharge equipment.

Arco Arun - This was a standard 6 monthly alongside repair period, which include the vessels 20 year class survey. The main area of work was the ships screen towers and loading pipework. The ships lifeboats and davits were repaired, cumulating in a successful dynamic load test.

Arco Adur - During the 3 week drydocking the vessel was subject to a Propulsion Improvement Project. This consisted of the overhaul of the propeller, shaft and OD box, fitting a Kort Nozzel and the overhaul of the steering gear. The vessel also underwent a 20 year class survey and the renewal of the main deck over the engine room. Even though significant additional work was undertaken the repairs were carried out to schedule.

Helge Sordal, Ocean Star

The vessel arrived during late January for drydocking and general repairs, tank blasting and painting, skeg / tank steel renewals and rudder / tailshaft repairs. The vessel stayed in dock for 34 days & alongside for 2 days.

SECOR Marine International, Putford Terminator

The Putford Terminator arrived at our facility on the 7th January for 20 days. During this time general repairs, steel renewals, preparation & painting of the hull, aquamaster and bow thruster overhauls were carried.



A&P Shipcare

The Shipcare team at Chatham have enjoyed a very busy start to 2008. Dredgers from Hanson Aggregates, Cemex and Britannia Aggregates have completed essential alongside repairs during a total of 12 visits to the South East facility.

Work completed included essential maintenance and full overhauls of the vessels dredging equipment, hull damage repairs and main engine overhauls.



The flexible workforce working around the clock seven days a week completed all of the works to a high standard in the minimum time. The skilled workforce at Chatham has over 20 years of

experience of working with the dredging industry.

Contacting A&P Shipcare (Chatham) is easy 24 hours a day, direct on: +44 (0)1634 827369 or via the A&P Shipcare nationwide number: +44 (0)870 60 7 24 365