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## A&P Group

We are extremely pleased to publish this Summer 2008 version of our newsletter. It is hopefully informative and interesting to both existing and potential customers.

We often get asked why some customers appear in a number of issues, the reason for this is that they keep coming back, this in itself is a story.

We of course are always happy to see customers, new, old or prospective. Please feel free to contact us at anytime.

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## MOD

The MOD has placed contracts valued at circa £53 million with the A&P Group, for the long-term maintenance of five navy support ships.

Defence Minister, Baroness Taylor, announced A&P Group as contractors to maintain the flotilla of tankers, stores ships and landing ships that supply the Royal Navy at sea. The deal will see A&P Group maintain a cluster of five of the 16 Royal Fleet Auxiliary vessels, providing the necessary refuelling and refit work to RFA's Cardigan Bay, Largs Bay, Lyme Bay, Mounts Bay and Argus throughout their service lives.

The contract to maintain the four LSDAs, the RFA's most complex and modern vessels, as well as the RFA Argus, is worth over £50 million to the A&P Group, over five years.

More importantly, subject to key performance targets being met, the rolling contract will be extended in five yearly increments up to a potential 30 years, giving the yard stability in our order book and the ability to invest and plan for the future. This will help A&P to deliver even more value for money for the MOD.

## A&P Falmouth

### P&O Ferry Season 2007/2008

Falmouth completed the 2007/8 refit season with 3 more P&O Ferries. Starting with the 28,138GWT *Pride of Burgundy* arriving on 26th February into Falmouth's No2 dock with the critical path being the renewal of the rudder stock bearing bush. The lifeboat davit arms were completely removed and refurbished with all rollers and sheaves overhauled and free running. Other major work was the basting of the forward area of the underwater hull and a full paint scheme applied. The refit also had the usual surveys and inspection works including tail shaft, tank and electric motors surveys. Despite the horrendous weather conditions experienced in March the vessel left dry dock after twelve days to a lay by berth departing Falmouth three days later to return to service on schedule.

She was followed in April by the 26,433GWT *Pride of Dover* which had experienced propeller hub



problems, so whilst at refit both port and starboard propeller hubs were removed for complete overhaul and refurbishment, other work included the replacement of auxiliary alternator engine with a number of annual survey items plus hull blasting and painting.

Finally the 30,635GWT *Pride of Kent* arrived in

Falmouth No.2 dock on 30th April and underwent general repairs, painting and annual surveys with the accommodation having a full deep clean and passenger service area refurbishments. Both vessels completed on schedule and returned to Dover ready to commence another years cross channel operations.

## Jo Tankers

Annual refit and survey carried out on Jo Kashi. Major works including tail shaft removal and new liner, blasting and painting, stainless steel cargo tank contamination blasting and cleaning.



## CEMEX UK

After over two weeks at FSL in Portsmouth the owners decided to remove the vessel from drydock there and bring the vessel Sand Weaver to dock in Falmouth to continue the work at the beginning of July 08.

Work included special survey, major blasting, steelwork and coating of the ballast tanks. General refit work, pipes, rudder repairs, deck machinery blasting and coating and general hull coatings.

## EuroShip Car Carrier

Work on the Symphorine involved circa 50 tons of steel deck renewal also both rudders and stocks were removed for fracture repairs.



## Investment in new Tug

Bought from Svitzer Marine Ltd in Bristol, the tug *Hallgarth*, renamed, *St Piran* has main dimensions of: LOA: 28.45M, Draught: 4.5M Bollard pull: Rated at 23 tonnes.

A Voith Schneider-powered tug equipped with a towing winch, built in the UK in 1979, she was added to the A&P Falmouth fleet to enhance the towage capability of A&P Falmouth and reduce the yard's reliance on tugs from outside the Port.

Forthcoming work in 2008 at Falmouth includes:

Mersey Fisher, Stena Feafarerm Sinbadm Steersman, Summit, Rudderman, Chartsman, Shannon, RFA Argus, RFA Lyme Bay, Undine, Jo Aspen, SS Shieldhall, Commodore Clipper, Grande Africa, Eurocargo Europa, Grande Amburg.

## A&P Tyne

### C&M – Ice Maiden

The Ice Maiden, a 14,000 tonne former Russian naval vessel has arrived at the Tyne.

The vessel was brought to the yard on South Tyneside by the heavy lift vessel Fairstar Fjord at the end of May.

The project to convert the vessel into a DP3 flotel moves into a new phase following initial work carried out at Mobile, Alabama.

Once finished, she will be the world's first ice-breaking floating hotel - the only mono hull vessel of her type and capability, accommodating 399 people and able to operate anywhere in the world.

The multi-million pound contract was awarded by the Aberdeen-based C&M Group on behalf of the vessel's owners, Silfers.

The project will require the fitting of some 1400 tonnes of new accommodation block steel work which will include all the necessary services to support the personnel to be carried.

There will be a further 1900 tonnes of steel work fabricated and fitted to form new decks and machinery spaces. Eight new generating sets will be fitted to power eight new thrusters, giving the vessel full DP3 dynamic positioning capability.



When complete, the vessel will be the first of her type to be fully Ice Classed and will be capable of operating in conditions of minus 40 deg Celsius.

### Technip UK – CSO Orelia

A&P Tyne has recently completed the multi-million pound upgrade and life extension contract on CSO Orelia, a construction offshore vessel for Technip UK.

The 1984 Swan Hunter built vessel arrived at the Hebburn yard in early January 2008.

A significant part of the contract was the renewal of the accommodation block required due to new regulations set by MCA. This included the removal of existing accommodation systems, facilities and original steelwork structures. The new accommodation block, which was fully outfitted at Hebburn's large fabrication facility, is complete with new cabins, wet rooms and furniture. The new module weighing circa 370t was installed with the use of a mobile heavy lift crane when the vessel was drydocked. Major fabrication works also included the completion of new forward and aft structures which will enhance the vessel's sea performance and increase fuel economy.

Additionally, a significant amount of upgrades were carried out on the dive system, switchboards and distribution boards to the 6,368DWT vessel. Also, substantial overhauls and upgrades on all major machinery, renewal of helicopter reception facilities, new auxiliary machinery space with new AC plant, sewage treatment plant and oily water system, class & flag surveys, hull and tank steelwork repairs and hull blast and paint.

### VT Shipbuilding – OPV Oman

The VT project consists of delivery of flat panels for six units with a total weight of circa 180 tons. The complexity of this job consist of complying with regulations on new building, material thickness (from 4 to 8 mm), the quality standard surpassing Lloyd's regulations, and introduction of new weld procedures.

### A&P Tees

#### UK Dredging - Bluefin

The 5,797DWT dredger, UKD Bluefin, was in dock for 6 weeks during April / May 2008. Work involved overhaul and straightening of 10 hopper bottom doors including substantial repair work to dredging equipment.

#### AP Moller - Maersk Responder

The Maersk Responder departed on 13 June 2008 after a successful 21 day docking period at the Tees yard. The mobilisation project involved installing the cable laying equipment on the main deck and existing cable tanks. Work also included the fabrication of two bight slots & coamings complete with covers, deck spread and winch equipment installation.



#### Svitzer Marine Ltd - Coatham Cross

Coatham Cross recently left drydock after carrying out repairs to the propulsion units and general repair to deck and engine room machinery.

#### DOF - Skandi Barra

Skandi Barra attended the yard on 12 May 08 for seven days, general maintenance repairs were undertaken including tank coatings, pipework and vent modifications.



#### Sealion Shipping - Toisa Intrepid

General dry docking and maintenance works were performed, over a 10 day period the vessel departed on 24 June 2008.

#### Gem International NV - MV Investigator

The accommodation conversion project continued to make good progress during this period all the pipework and electrical fit out were completed. In addition to the main contract works drilling rig structural modifications and general dry dock works were also performed.