



A&P Group

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THIS ISSUE:

A&P Group

- Overview

A&P Falmouth

- MOD UK
- Star Reefers
- Grimaldi Group
- Stena Line

A&P Tyne

- BVT Surface Fleet
- MOD UK
- P&O Ferries
- SeaFrance
- Ugland Marine

A&P Tees

- Boskalis
- Hanson
- Aggregates Marine
- PD Ports
- Svitzer Marine

A&P Chatham

- A2Sea
- Union
- Transport
- Finnlines

A&P Hull

- PD Ports

A&P Group

Welcome to our Summer newsletter, I trust all our customers are weathering the current financial difficulties without too many problems. We have over the past few months continued to work with customers to cut costs and give improved payment terms to help them through what are not the easiest of times. The Euro – Pound (GBP) exchange rate has certainly helped to make UK yards more attractive and as a result of this we have seen a number of new customers who from the feedback we have received we are most likely to see again in the future.

We have continued to invest in our facilities, a dredging program has been completed on the Tyne and this together with the installation of new panel lines facilities will make us extremely competitive in the conversion market in the future. We would hope to be able to reduce our prices for large steel projects by a considerable amount.

It is our intention to be a solution provider to all our customers and we welcome the opportunity to discuss any issues you may have well in advance of tendering. We are always pleased to be able to input into your planning by providing budgetary costs and engineering support in advance of tenders if required. Please feel free to contact us at anytime you wish to discuss any aspect of your ship yard requirements.

Dave Skentelbery, Managing Director

A&P North East Businesses

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A&P Falmouth

A&P Falmouth has had a busy 2nd quarter with an impressive order book stretching into August/September (commercial shipping) and next year (MoD work). However, as Managing Director, Peter Child points out – “We still have production gaps over the coming weeks and are actively pursuing more general repair contracts. Last year some 80% of our work was with repeat customers, including the Ministry of Defence (MoD), relationships we are working hard to continue.”

The aviation training/transport vessel *RFA Argus* arrived in the yard during January this year and is scheduled to leave by November, she undocked mid-June.



The 23m wide 29,531 dwt bulk carrier *Federal Polaris*, owned by Norway's Viken Shipping and managed out of Norway by Wallem Shipmanagement, is the second of two bulk carriers to carry out a special survey at the

yard over recent weeks, her sistership *Federal Fuji* successfully completed her survey prior to the arrival of the *Federal Polaris*.



Recently departed in June was the 2,443 dwt, 1967-built LST vessel *Almirante Saboia*, formerly the MoD-owned *Sir Bedivere*. The ship arrived in the yard in November 2008, following a period in lay-up, as part of the Defence Agency Services' (DAS) contract with Fishers to convert the ship for duty with the Brazilian Navy.

Also, United Marine Aggregate's 2,300 dwt trailing suction hopper dredger *City of Cardiff* departed in June after a 10-day drydocking. The dredger is one of many operated around the UK coast that A&P repair on a regular basis in the Falmouth and Tees shipyards.

A&P Falmouth has recently won a three-ship contract from Star Reefers involving 14,030 grt reefer sisterships *Star Best*, *Star Prima* and *Star Stratos*, which are all owned by Japan's Nissan KK and managed out of London by Star Reefers.

Other ships due in the yard over the coming weeks include Grimaldi Group's 56,642 grt vehicle carrier *Grande Atlantico*, which is the first docking this year under a long term contract between Grimaldi Group and A&P Group, Stena Line's 10,957 grt ferry *Stena Seafarer*, and Euroships' 7,200 dwt vehicle carrier *Eglantine*. Also sees the start of the P&O ferry season- one of Falmouth's longest partner customers with the arrival of the *European Endeavour* in early September. From the offshore market, Seacore's 60m x 32m jack-up (eight-legged) barge *Excalibur*, is due in the yard for drydocking and general repairs prior to taking up a long term contract.

The next large-scale naval project involves the two Mine Hunter & Counter Measure vessels *Cottesmore* and *Dulverton*. Both vessels, following about three years in lay-up, have been sold to the Lithuanian Navy, A&P Falmouth will be carrying out the work under contract to Thales UK. Both vessels are already at the yard, the completion date being late 2010, both ships due for drydocking during February next year.

A&P Tyne

BVT Surface Fleet

BVT Surface Fleet has issued a letter of instruction for A&P Tyne to manufacture 9 double bottom units for the lower block 02 for the *Queen Elizabeth Class aircraft carrier*. The 9 double bottom units will total 900Te of steel structure, with the additional manufacture and installation of seat and ladder items and circa 600 pipework items.

This work will enable A&P Tyne to utilise their newly installed panel line and plasma cutter which will enhance efficiency, reduce cost and project schedule.



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MOD UK

RFA Mounts Bay departed the Hebburn yard on 23 May 2009 after a 26 day programme to carry out her annual certification period alongside the Tyne's Bede Quay facility. Work included 538 job maintenance tasks for general overhauls and defect rectification tasks to enable annual surveys and re-certification to be carried out by Marine & Coastguard Agency (MCA) and Lloyds Register of Shipping (LRS). In addition 10 Design Task (DESTask) modifications were carried out to enhance the vessel's operation capability.

P&O Ferries Limited

Pride of Dover docked on 24 April 2009 for an annual refit and survey over a 12 day period which was completed on time and to the satisfaction of the owners. The works included hull preparation and painting, overhaul of sea valves, steel repairs as well as surveys on tanks, safety, loadline, navigational equipment and the main auxiliary machinery.

SeaFrance

After the successful refit of sister vessel *SeaFrance Berlioz* in March 2009, SeaFrance are due to dock passenger RO-RO *SeaFrance Nord Pas De Calais* at the beginning of August for her annual docking and refit.



SeaFrance Berlioz Undocking

The project includes the following works:-

- main engine and auxiliary engine refurbishment,
- installation of an oily water separator,
- bow thruster overhaul
- electric motor overhaul
- hull preparation and painting
- propeller blade refurbishment,
- minor steel work repairs.

Ugland Marine Services AS

Deck Cargo Pontoon *UR 101* drydocked mid-April for recertification of all class requirements to a tight schedule, works included:-

- major blasting and painting programme,
- structural thickness checks,
- fabrication and installation of tank drain plugs,
- installation of 26 new fenders in specific locations for the vessel's operations,
- removal and replacement of deck equipment,
- steel repairs to underwater areas.

Other vessels docked during quarter 2 included Offshore Support Vessel (OSV) *Explorer* for Anchor Marine Transportation, OSV *North Ocean 102* for Global Marine Systems Ltd., Bulk Carrier *Gypsum Centennial* for Beltship Management Ltd, OSV *F.D. Incredible* for Gulf Offshore N.S. Ltd, OSV *Pufford Aries* for SEACOR Marine (International).

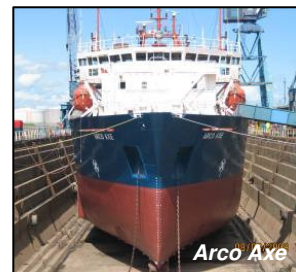
A&P Tees

Boskalis, Hanson, PD Ports & Svitzer have all brought vessels to A&P Tees in Quarter 2. To date 19 vessels have been docked at the Tees in 2009 and the order book for Quarter 3 is looking good. At present A&P Tees still has availability in September in Drydock Number 1.

Key Project summaries as follows:-

Arco Arun (Dredger) of Hanson Aggregates Marine Ltd Work included deck plating repairs, tank steel repairs & cleaning and general dredge equipment overhauls over a 12 day drydocking programme. Once again A&P Tees completed all works within the client agreed programme.

Arco Axe (Dredger) of Hanson Aggregates Marine Ltd Arrived at the Teesside yard on 27 May 2009 for a 12 day drydocking, works included significant steelwork repairs in way of the ships galley and cooks cabin, installation of boom conveyor platforms, full blast and re-coating of the external hull.



Arco Axe

Manu Pekka (Dredger) of Boskalis

A back hoe dredger the *Manu Pekka* project required A&P Tees to perform spud and housing steel repairs, excavator and deck equipment, tank repairs and blasting & painting of the external hull.

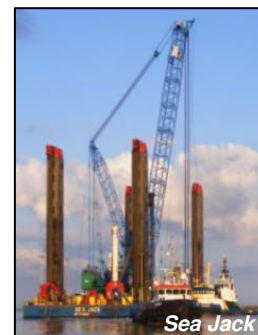
Svitzer Susan & Svitzer Stephanie (Tug) of Svitzer Marine Ltd.

The Susan & Stephanie were docked in Drydock Number 1 to perform their 5 year surveys, their Voith propulsion units were fully overhauled, steelwork repairs undertaken and the external hull of both vessels were blasted and re-coated. A tight 21 day programme which required Svitzer, Voith and A&P Tees to work closely together to ensure a successful outcome.

A&P Chatham

During the 2nd quarter Chatham has welcomed new and returning customers including A2Sea, Union Transport and Finnlines.

A2Sea operate the *Sea Jack* floating crane barge and supporting vessels for installing the wind farm off the Thanet coast. A&P have been providing repair services, platform fabrications & modifications, crane installation, repair and modifications to sea fastening and inspection of major structural welds together with engine repairs and maintenance on both the *Sea Jack* and support tug *Osprey Fighter*. The workforce completed sea survival training to support this work.



Sea Jack

Union Transport had three vessels alongside for repairs, work on the *Union Pearl* included steering pump, aft tank and hatch cover repairs, on the *Union Ruby* work included windlass repairs, tank cleaning and pipe and safety rail modifications, and *Union Mars* work included ballast pump and tank cleaning.

A&P Hull

A&P Hull has continued to develop their relationship with PD Ports in Immingham, receiving an emergency call from PD Ports to carry out work on a damaged shell plate on the vessel *Wilson Hook* berthed at Immingham Docks, 25 miles from Hull. Removal and installation of the new plates was completed within 57 hours of the call.

Another emergency repair was carried out for Baltimar Overseas on the vessel *Boreas Scan* berthed in Goole, 30 miles west of Hull. Work included the replacement of the tank top (6m x 4m) located in the fwd fire pump room as well as 7 various sized bulkhead inserts located in the cargo hold. All work was completed within a tight time scale and to the satisfaction of the customer and Lloyd's Surveyors.