

THIS ISSUE:

A&P Group
- Welcome

A&P Falmouth
- MOD
- P&O Ferries
- Grimaldi
- Torpoint Ferries

A&P Tyne
- MOD
- Morfini
- P&O Ferries
- Swan Hunter
- Technip

A&P Tees
- Mermaid Marine
- Maersk
- Hays Shipping
- Gulf
- Hanseatic
- Westminster
- Dredging

A&P Shipcare
- Grimaldi Group
**Shipcare
Number**
**+44 (0)870 60
7 24 364**

A&P Group

Firstly I would like to take this opportunity to wish all our readers a safe, prosperous and happy new year.

As we are now into 2008 it is our intention to focus on a continued improvement to the services we provide.

We recognise that the marine markets are very buoyant at the present time and that with charter rates being generally good across the board the need for minimum docking time is important.

Dock space in NW Europe continues to be tight and we would therefore welcome a call from you at anytime to discuss your requirements.

Dave Skentelbery, Managing Director A&P North East Businesses

dave.skentelbery@shipcare.co.uk

A&P Falmouth

RFA Black Rover sailed from Falmouth on the 3rd December having completed a major 4 month refit at A&P Falmouth. The work package included work on all diesel generators including the removal and replacement of four engines for overhaul at MAN workshops. Other work included major service of both main engines, extensive machinery and pipework repairs, service of the Refuelling at Sea equipment and a major paint programme including flight deck, superstructure, hull and tank deck. Following trials and work up *RFA Black Rover* will be on operations in the South Atlantic for up to 2 years.



RFA Black Rover

A&P Managing Director Peter Child commented "This was a complex refit on what is a legacy vessel and included major work on the power train and machinery spaces, plus extensive surface preparation and painting so the vessel is ready for deployment in the South Atlantic. The programme incorporated a package of A&A's including upgrades of the fire fighting, air conditioning systems and accommodation".

HMS Severn/HMS Tyne/HMS Mersey

HMS Severn recently departed the yard after a Contractor Maintenance Period (CMP). This follows similar work carried out on *HMS Mersey* and a drydocking refit on *HMS Tyne* earlier in the year.

RFA Cardigan Bay

A&P Falmouth completed an Assisted Maintenance Period (AMP) on *RFA Cardigan Bay* in November 2007. This is the 9th major package of work carried out by A&P Falmouth on the new LSDAs in 18 months on behalf of MoD and BAE as part of a design and through life support alliance on these new vessels.

Happy Bride

This Hanseatic LPG tanker came to Falmouth with Becker rudder problems. We removed and replaced the Becker flap and renewed the bushes. A&P Falmouth is one of only a few ports in Northern Europe that accept vessels into drydock without being gas-free, and the *Happy Bride* was drydocked in an "inerted" but not gas-free condition.

P&O Ferries



Norbank

The 2007/8 winter season of ferry repairs is well underway at A&P Falmouth, the yard having completed the first vessel, P&O Ferries' 17,464 grt *Norbank*, which operates on P&O's Irish Sea service. Work included repairs to the vessel's stabilisers, ramps and doors, public spaces ventilation fans and general refit work. The vessel also underwent a full underwater area hull blasting and coating with International Paint's Intersleek 900, the first full coating of this product by P&O Ferries.

European Endeavour, ex *El Greco*, which has been purchased by P&O Ferries from Spanish Owners, arrived at the yard 16th December for the installation of the forward 'cow catcher' system for mooring operations at Dover. The steelwork was pre-fabricated at Falmouth prior to the vessel's arrival.

Also recently departed is the 22,986 grt *European Seaway*, which saw the replacement of a damaged Wartsila diesel engine. The vessel has four eight-cylinder Wartsila (Sulzer) 8ZAL405 diesel engines, with a total MCR of 21,120 KW. During the refit a new gearbox for the port-side engines was also installed, as well as general refit operations, and a full underwater blast and paint programme.

Following these vessels will be *Pride of Bilbao*, *Pride of Canterbury*, *Pride of Burgundy* *Pride of Kent* and *Pride of Dover*.

Grimaldi

A&P Falmouth completed the third Grimaldi refit in October 2007, the 48,622 grt *Repubblica di Venezia*, having also refitted *Repubblica di Roma* and *Grand Benelux* in Quarter 3. We are looking forward to continuing the relationship in 2008.

Plym II

Falmouth yard recently carried out the first refit on the new Torpoint Ferry *Plym II*. A&P Falmouth removed the aft ramp and carried out a survey of all the hinge bushes etc, fitted 30t of permanent ballast and, with the dock tented in, undertook a full paint job.

Imminent & Forthcoming

The P&O Maritime Services-managed *Celtic Explorer*, a survey vessel is due to dock on 14th December for a full refit and survey.

In addition to P&O Ferries, other vessels due at A&P Falmouth in the coming months are four coastal tankers from Fisher Tankers, the first in January 2008 being the 12,921 dwt *Cumbrian Fisher*, followed by *Humber Fisher*, *Clyde Fisher* and *Milford Fisher*, and also the *RMAS Newton* for a month-long refit in February.

A&P Tyne

At the Hebburn shipyard on Tyneside, A&P Tyne has now completed the drydocking project to shorten by 30m the floating dock, formerly part of Swan Hunter, for its new Owner prior moving location to India. Morfini's 25,118 dwt chemical tanker *Antea* has also been in the yard for a short drydocking operation. Currently in dock is P&O Ferries' *Pride of Calais* for an annual survey.

CSO *Orelia* arrived at the Hebburn yard on the 2nd January and is currently moored alongside the Bede Quay. The offshore construction vessel will undergo an upgrade & life extension project for Technip UK.

The 370Te (90) person accommodation block is nearing completion which will be installed on to the vessel when she is docked. New forward and aft structures are also ready for installation which will enhance sea performance and increase fuel economy.



Accommodation unit being fabricated

The RFA Fort Austin departed the yard and successfully completed sea-trials on 23rd November 2007. The scope of A&P's work involved upgrades to the internal and external communications fits, new bridge and command arrangements, improved helicopter landing aids and improved fire suppression systems. The project also involved increasing the capability of the ship by fitting a variety of defensive weapons systems, together with a large amount of planned maintenance work to ensure the ship continues to operate efficiently and remains within Lloyds Register Classification.

Ian Schumacker, RFA Superintendent, stated,

"The refit of RFA Fort Austin involved a large work package including numerous enhancements all of which were to be completed within a very tight timescale. The A&P Tyne Project Team, from the beginning, took the challenge and strove to deliver the vessel back to the MOD as early as possible to meet the vessel's future commitments. A firm resolve, partnership and good communications, backed by strong leadership and professionalism has delivered a quality product back to the MOD and I would like to personally thank all those involved for such a great achievement."

Andy Shaw, Project Director, commented,

"This refit has provided a challenge to all involved and throughout we worked as a team with the RFA and our sub-contractors. The fleet imperative to return the vessel at the earliest possible date and the significant levels of emergent work required A&P Tyne to draw upon all of its resources, indeed, at peak times there were in excess of 600 personnel working on the vessel. I believe the major factor contributing to the project's success was the fact that the majority of tradesmen, supervisors and management had an excellent understanding of the vessel and of the workmanship standards required to satisfy the RFA".

A&P Tees

The yard has remained busy in Quarter 4 with a mixture of planned docking & repair periods as well as handling a number of emergency dockings. The following projects have been undertaken:-

Mermaid Marine, Alpine Lady

Stainless steel tank renewals and general drydocking works to maintain Class certification.

Maersk, Maersk Gabarus

Replating of kort nozzle internals.

Hays Shipping, Komander Jack

Main winch removal and re-instatement and steelwork repairs.

Gulf, Grampian Falcon

Emergency drydocking and propeller replacement.

Hanseatic, Zephyr

Alongside steelwork repairs to maintain Class Certification.

Westminster Dredging, Medway II

The largest project to be secured by the Tees in 2007, the *Medway II* 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 works requires the replacement of 60Te of steel in way of main decks, external hull and hopper.

Shipcare on the river Tees has remained busy. Clients have included CTC Maine Projects, Maersk and Subocean Group.

A&P Shipcare

Shipcare busy in Antwerp

A&P Shipcare are continuing their close association with the **Grimaldi Group** (Naples) supporting the drydocking and in service agreement signed during 2001. A&P Shipcare has completed a busy year with various repairs for the fleet calling to Antwerp.

Attending the Grimaldi AET Terminal, steelwork repairs were recently carried out onboard the Multipurpose RO/RO *Grande Africa* & *Eurocarga Europa*.

The team from Dover completed the works around the clock during the vessels calls to the busy AET Terminal. During 2008 A&P Shipcare will establish a workshop facility in the port to enhance their support to the Grimaldi Group.