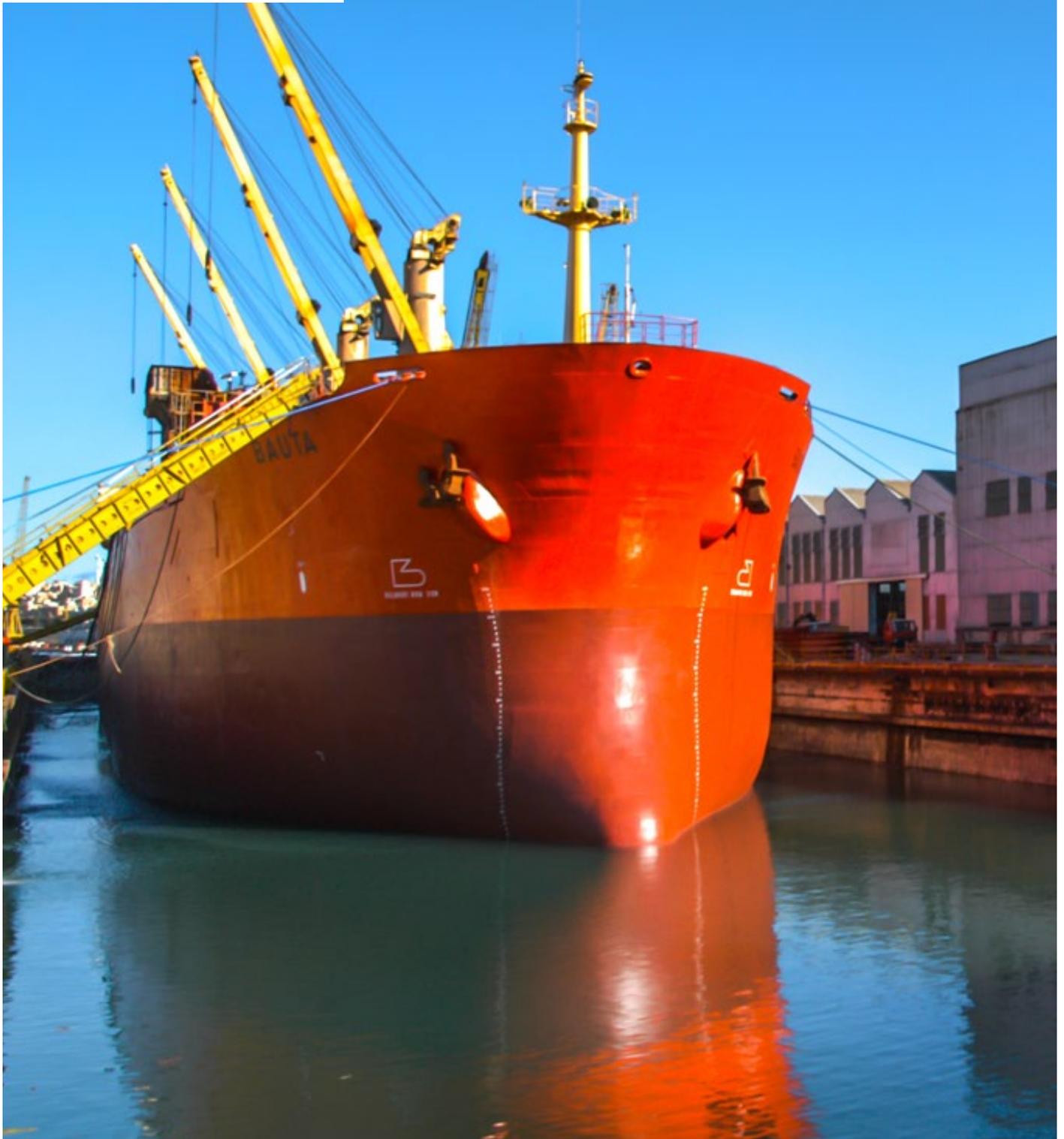


RECENT PROJECTS

Maritime



Superyacht Deck

November 2020

Project Type

Deck strengthening

Owner

Subject to NDA

Location

La Spezia, Italy

Classification Society

ABS

Team

SPS Partner, SRC Italy and SPS Technology



→ Project Summary

- Main deck raised by 100mm to reach 5000mm ABL (minimum freeboard requirements), required by classification society, ABS
- SPS double bubble core used to achieve the needed height increase
- Aluminium top plate
- No disturbance to below deck spaces, services and structural fire protection insulation in the compartments adjacent and below



"This was the first time that SPS was installed with this particular combination of elements in a maritime environment; aluminium plates, double bubble core and no hot work. It was a perfect solution for the project as the installation of the SPS had no impact in other areas of the yacht cabins, corridors, ship systems, service runs and insulation which other solutions would have caused. The project was executed in a fraction of the time of other modification solutions."

Ivo Muru, SRC

Commodore Clipper

October 2019

Project Type

Owner

Location

Classification Society

Team

Deck reinstatement

Condor Ferries

A&P Shipyard, Falmouth, UK

DNV-GL

SPS Partner, MOM and SPS Technology



→ Project Summary

- 74m² steel reinstated on Deck 3
- Project did not interfere with any other work being conducted
- Project coincided with 20-year anniversary of 1st SPS repair project being undertaken at same yard

Pride of Bruges & Pride of York

January and February 2019

Project Type
Owner
Location
Classification Society
Team

Deck reinstatement
Condor Ferries
Gorinchem, Netherlands
Lloyd's Register
SPS Partner, SRC Estonia and SPS Technology



Pride of York

- Work carried out at Damen Shipyard
- 58m² reinstated across Decks E&F, plus 17m² on bulkhead of water ballast tank
- Fourth SPS project to be undertaken on this vessel
- Took just 8 days to complete



Pride of Bruges

- 55m² deck reinstated whilst still in service between Hull and Rotterdam
- Sixth programme of SPS works to be executed on this vessel

Pompei

October 2018

Project Type

Impact protection

Owner

Jan de Nul

Location

Sefine Shipyard, Turkey

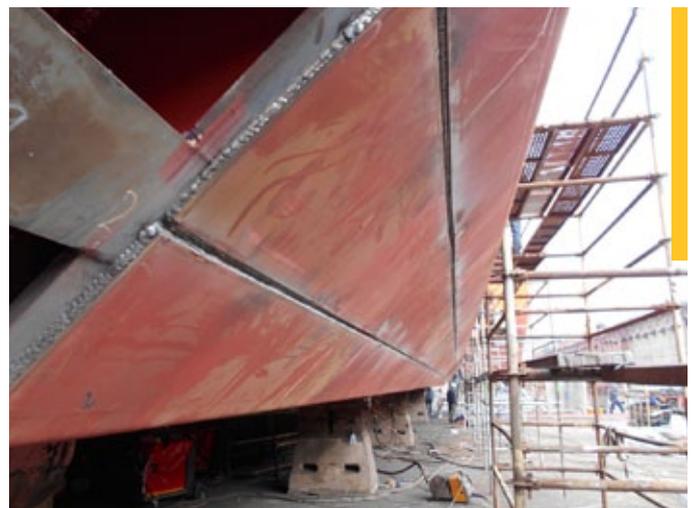
Team

SPS Partner, MOM and SPS Technology



→ Project Summary

- 131m² SPS used to enhance the performance of the bilge protection system designed by Jan de Nul on hopper barge
- Result will withstand very high operational and accidental loading conditions
- Provide improved lifetime performance, better resistance to abrasion and impact
- Reduced future maintenance, repair and down-time



European Seaways

July 2018

Project Type

Owner

Location

Classification Society

Team

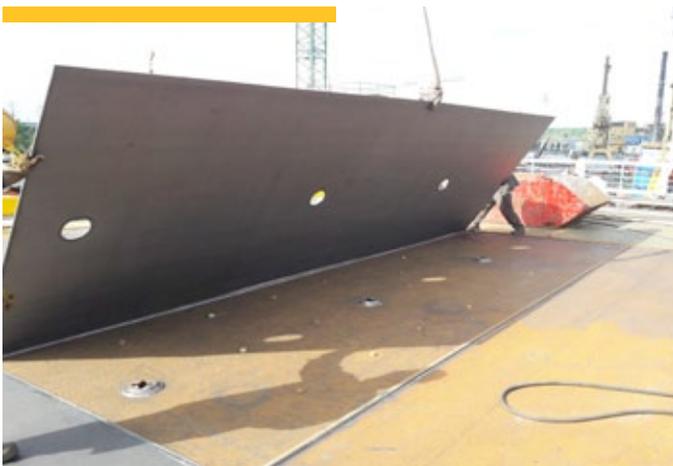
Deck renewal

P&O Ferries

Remontowa, Poland

Lloyd's Register

SPS Partner, SRC Estonia and SPS Technology



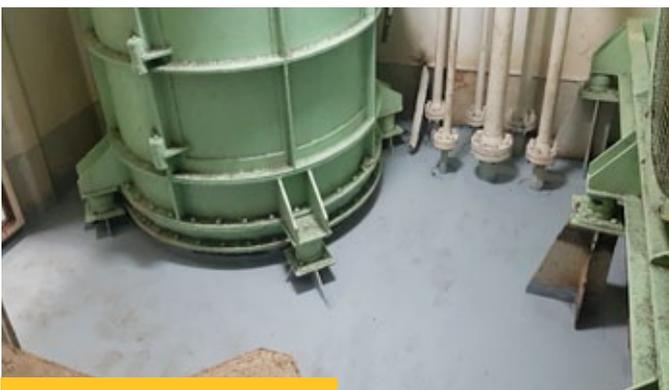
→ Project Summary

- 300m² steel renewal on decks 3, 5 and 11
- Over 30 projects completed for P&O

Sun Princess

June 2018

Project Type	Deck reinstatement
Owner	Princess Cruise Line Ltd
Location	Sembawang Shipyard, Singapore
Team	SPS Partner, SRC Estonia



→ Project Summary

- 62m² on deck 14 (ventilation room), reinstated using SPS
- Pipework etc made access challenging
- Project completed on time according to schedule

Queen Mary 2

October 2017 & September 2018

Project Type

Owner

Location

Classification Society

Team

Tween deck in-service ship repair

Atlantic Ocean

Carnival Cruises

Lloyd's Register

SPS Partner, SRC Estonia and SPS Technology



➔ In conjunction with SRC Group, an in-service SPS project for Carnival Cruises on board the Queen Mary 2 was completed in September 2018, following on from a similar project in October 2017. Both projects were undertaken during scheduled cruises between New York, US and Southampton, UK. The repairs were inspected and approved by Lloyd's Register on both sides of the Atlantic.

"The team was able to complete the repair under challenging circumstances whilst the vessel was in-service. In order not to impact on our guests' cruise experience, restrictions were placed on when works could be undertaken which the team worked around, delivering the project on time with minimal disruption."

Andrew Menzies
Deck & Safety SME, Carnival UK

Solitaire

May 2016

Project Type

Tank top reinstatement

Owner

Allseas Group S.A.

Location

United Stevedores, Amsterdam

Classification Society

Lloyd's Register

Team

SPS Partner, SRC Estonia and SPS Technology



→ Allseas' Solitaire is one of the largest pipelay vessels in the world and has completed some of the most challenging projects in which heavy pipe has been laid in very deep waters.

Fatigue and corrosion meant 550m² of tank top in hold No. 6 needed to be reinstated. After a detailed assessment of the necessary vessel repair was carried out, Allseas opted for SPS instead of conventional steel renewal. The project was undertaken with Lloyd's Register class approval at United Stevedores in Amsterdam.

Allseas' Manager Technical Department, Quirien Grul, commented that the company was satisfied with the outcome and the professional and efficient execution of the work.



"I am very pleased with the performance and will consider using SPS again should a similar project have to be undertaken in the future."

Quirien Grul

Allseas' Manager Technical Department

Atlantic Optimist

April 2016

Project Type

Deck reinstatement

Owner

Ueushuk Fisheries Ltd

Location

Glovertown Shipyards, Newfoundland, Canada

Team

SPS Technology



➔ The existing steelwork on board the vessel was badly corroded, access tight and a crop-and-replace repair was an unattractive option.

40m² of deck required steel reinstatement. Solid perimeter bars that form the boundary of the cavity and top plates were welded into place and the resulting cavity injected with the elastomer core to form the new composite deck

The SPS deck reinstatement was substantially quicker than an equivalent conventional steel repair.

"I like the fact that the new deck is much stronger because the old deck is still there with a new deck on top bonded by the elastomer core. I recommend this process to anyone who has to replace steel on board ships where the SPS system can be used."

Captain Rex Simmonds
Ueushuk Fisheries Ltd



Passenger/ RoRo Vessel

April 2013

Project Type

Owner

Location

Classification Society

Team

Sound-deadening and vibration elimination

Daewoo Shipbuilding Mediterranean

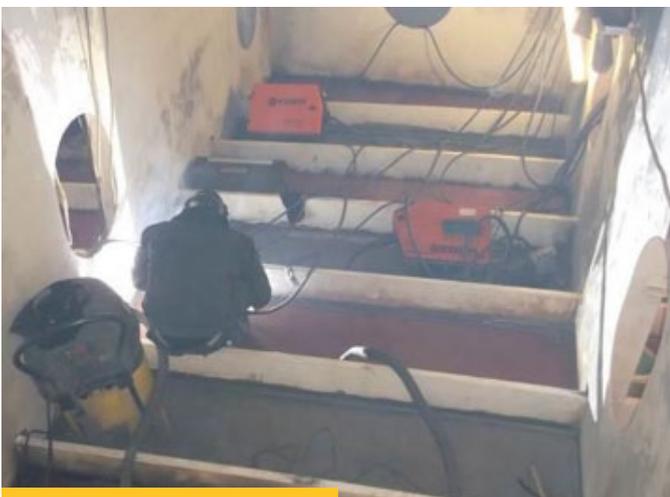
Meditarranean

Bureau Veritas

Marine Engineering Co. Ltd (DSME), and SPS Technology



→ DSME applied SPS to the bottom shell plating in way of Deck no.3 and Deck no.6 as a sound-deadening and vibration elimination solution. All SPS work, including steelwork, was carried out by a riding squad from Marseille and Genoa, across the Mediterranean, to Tunis without affecting the vessel's sailing schedule.



Docebay

November 2008

Project Type

Owner

Location

Classification Society

Team

Tank top reinstatement

Cosco Nantong, China

V Ships, Cyprus

ABS

SPS Technology



Docebay, a Capesize bulk carrier, had 1,932m² of tank tops, hopper sides and stools reinstated using SPS. SPS provided a non-disruptive repair, in a fraction of the time that would have been required for a conventional crop and renewal steel reinstatement.

Used primarily for heavyweight cargoes, including iron ore, that subject her to demanding operating conditions, 'dishing' of the tank top was a key concern. The use of SPS led to more efficient cargo handling, reduced turnaround times and improved long term operational economics. Maintenance costs were reduced as a result of enhanced resistance to wear and corrosion.

"Using SPS rather than conventional crop and replace methods reduced our repair schedule by 40%."

Atle Paulsen
Superintendent V.Ships



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