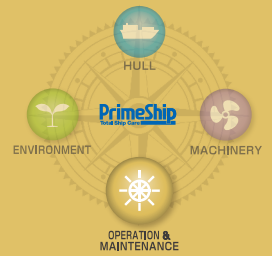


CAP

Condition Assessment Programme



Key Features

- ◆ Provides owners with a thorough understanding of the actual condition of their vessel
- ◆ Easy to understand vessel condition rating from level 1 (highest) to 4 (lowest), based on the results of an onboard inspection.
- ◆ Makes planning vessel maintenance easier and more efficient

PrimeShip-CAP (Condition Assessment Program) is a quality assessment tool for certifying and documenting the condition of aging vessels that goes beyond the scope of regular classification & statutory regulations.

Purpose & Benefits

- ◇ Condition Assessment Programs (CAP) offered by reputable classification societies have become the standard methodology for assessing the condition of a ship's hull structures and PrimeShip-CAP meets the requirements of major oil charterers.
- ◇ PrimeShip-CAP provides an independent evaluation of a ship's condition based on onboard inspections. Ships are provided with comprehensive reports and certificates, and given a rating from level 1 (highest) to 4 (lowest)
- ◇ PrimeShip-CAP reports provide comprehensive descriptions, photos and analyses of necessary upgrades or repairs. Suggestions for further maintenance are also provided based on damage history and fatigue strength assessments.
- ◇ A favorable PrimeShip-CAP rating level, e.g. CAP 1 or 2, provides objective evidence of good maintenance, a useful tool during charter negotiations.



No. 3 W.B.T. (S)		Level: 2				Photo Report No. H-19
Structure	Sub Level	1	2	3	4	
Overhead Deck		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Note 1
Side Shell		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Note 2
Bottom		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stringers		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Bulkheads		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Internals		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Note 3
Bottom Pitting		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Notes:

1. Coating Condition : Good with anodes (IACS rating level)
2. Cracked side shell Longitudinal SL41, SL42, SL43 at Fwd. T.Bhd. Fr.77 were cropped and renewed. Additional Brackets were fitted on Side shell Longitudinal, SL34 to 44, as reinforcement.
3. Wastage /Thin downed internal members were cropped and renewed as follows:
 - a) Upper deck longitudinal face / web plates
 - b) Side longitudinal face plates
 - c) Slot openings / Web plates / Stiffeners / Brackets / Lighting holes on transverse rings and bulkheads.
 - d) Stiffeners / Web plates / Lighting holes on vertical web (center girder)
 As to detailed repair works, please refer to repair plan.

Reference H19

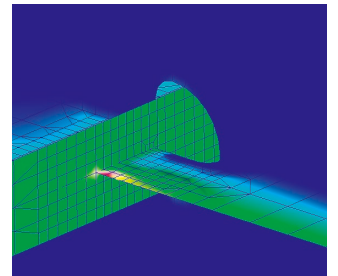
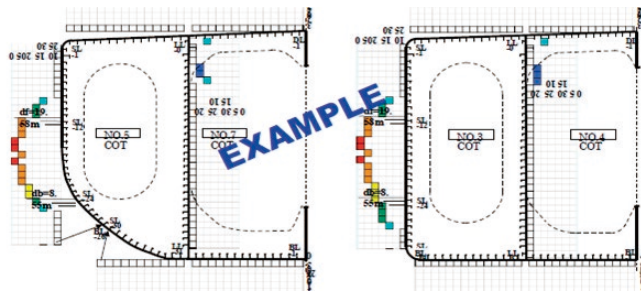


Implementation

CAP ratings are given for each structural member in each hull compartment based on comprehensive visual inspection, thickness measurements, and hull longitudinal strength analysis. Overall ratings levels are based on the lowest rating level of any structural member.

Visual inspection

Visual inspections are carried out based on fatigue strength assessments and thorough analysis of damage histories to ensure that critical areas are inspected thoroughly and effectively.

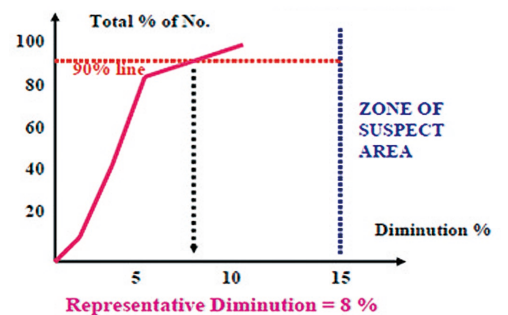


Reinforcement has been applied to critical points based on damage history & FSA results.

UTM (Ultrasonic Thickness Measurement)

General wastage is evaluated via S-Curve based on thickness measurement with a 90% relative diminution distribution.

Hull longitudinal strength is evaluated by using actual thickness gauging data.



Scope of application:

- PrimeShip-CAP covers the hull, machinery and cargo systems.
- PrimeShip-CAP is designed for older tankers and bulk carriers, but may be applied to any type of ship regardless of age.

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