



CAP Hull Inspection Planning Document

1. Objective

The purpose of this document is to provide a brief description of the objective of CAP Hull and to describe necessary preparations before the CAP surveyors come on board and required conditions for CAP inspection.

2. What is CAP?

CAP is a consultancy service independent of classification. The main purpose of CAP is to evaluate and report the vessel's condition above minimum class standard. The scope for CAP is more comprehensive than for class surveys with respect to close up inspections, extent and analysis of thickness measurements, structural strength evaluation and reporting. Although CAP inspections may be carried out concurrently with class surveys, CAP is reported separately.

3. Access Requirements

Accesses for the following areas are required:

Close-up inspection:
All web frame rings in all ballast tanks (see note 1)
All web frame rings in a cargo wing tank (see note 1 and 4)
Web frame rings in each remaining cargo wing tank (see note 1, 3 and 4)
All transverse bulkheads in all cargo and ballast tanks (see note 2 and 4)
Deck and bottom transverses including adjacent structural members in each cargo centre tank (see note 3 and 4)
All cofferdams in cargo area
Aft peak tank and fore peak tank
External structure, including dry dock inspection of bottom (see note 5)
Fatigue critical details, i.e. details identified in fatigue assessment report (if applicable) with fatigue life expectancy less than the current age of the vessel
Possible problem areas as identified during inspection or in the Hull Survey Programme (see note 6)
Overall inspection:
All remaining tanks in cargo area
Deep tanks
All voids and holds in gas tankers, including tank support structures (see note 7)
Notes:
1) Complete transverse web frame ring including adjacent structural members
2) Complete transverse bulkhead, including girder and stiffener system in adjacent members
3) 30 % (rounded up the next whole integer)
4) Valid for single hull oil tankers, ore/oil ships only. For other vessels, 30-50 % of the cargo tanks are to be completely close-up inspected. Alternatively, for chemical tankers all cargo tanks may be partially close-up inspected (e.g. from ladders, stringers and scaffolding) provided sufficient representative areas are accessible for close-up inspection.
5) An underwater inspection in the presence of a CAP surveyor may be accepted on a case-by-case basis
6) If design related fatigue cracks are found, all similar locations are to be close-up inspected
7) Structural independent tanks are not required to be inspected internally

4. Cleaning Requirement

Tanks, holds and spaces are to be sufficiently cleaned and free from water, corrosion scale, sediments etc. to reveal significant corrosion, deformation, cracks, damages or other structural deterioration.

5. Safety Requirements

Satisfactory measures are to be taken to ensure that safety and access during inspection are in accordance with recognised international standards (e.g. “Guidance Manual for the Inspection and Condition Assessment of Tanker Structures”, issued by International Chamber of Shipping (OCIMF)) and DNV instructions. At least one of the officers onboard must be available full-time for the CAP surveyors during the inspection.

The survey may remain incomplete in cases where the CAP Surveyor considers that safety, cleanliness and access are not in compliance with applicable requirements. In such cases the survey must be completed after corrective actions have been carried out.