

A Revolutionary New Risk-Based Inspection Methodology for FPSO/FLNG/MODU as part of a Marine RCM Programme.

Minimise downtime, reduce risk and mitigate unplanned dry-docking due to non conformance with Classification Society Rules with our revolutionary programme...

LONDON, UNITED KINGDOM, December 28, 2017 /EINPresswire.com/ -- Our revolutionary process has been developed [\(and peer-reviewed - Click for access\)](#) uniquely by providing a rational basis for inspection plans and efficient tools for updating those plans that forms a major element within RELMAR's offering to industry of Marine Reliability-Centred Maintenance which is a first and only process within the Maritime and Marine Offshore Industry, globally at this scale and level of detail.

RELMAR provides the operators of floating units, such as FPSO and FLNG units, with information on how to develop a risk-based inspection plan, which can replace the traditional prescriptive approach to inspection planning and will minimise downtime, reduce risk and mitigate unplanned dry-docking due to non conformance with Classification Society Rules. In addition, this can save on hull steel renewal programmes by adoption of our risk-based methodologies of Marine RCM.

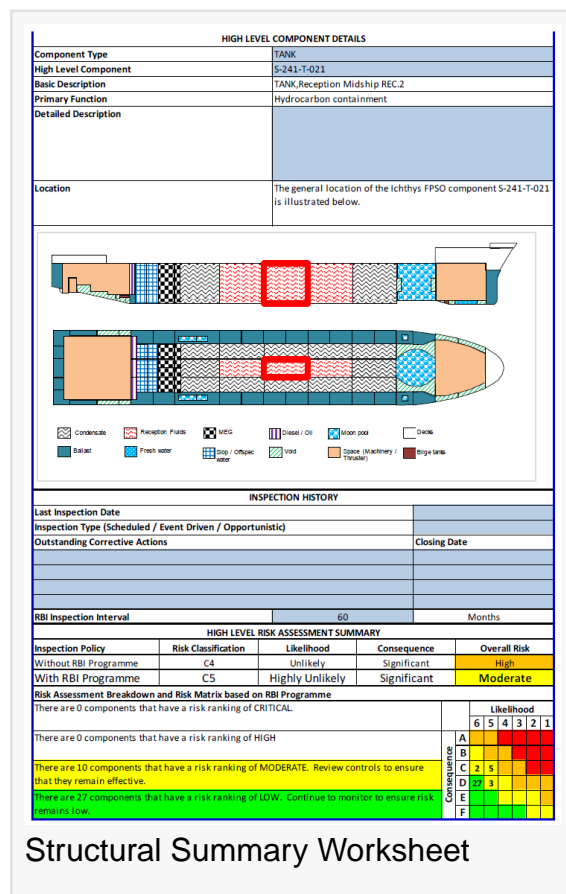
The likelihood of failure is determined by using a scoring system. The scoring system is implemented through a questionnaire which aims to evaluate the risk associated with specific characteristic and condition data. The scoring system is used to emphasize the fact that many different parameters, depending on the structural component type, have an influence on the likelihood of failure and most importantly to ensure that these parameters are captured in the risk assessment.

About the author

Dr. Ozguc has 16 years demonstrable dedicated experience in key roles in large scale Tankers, FPSOs, Drill- ships and Drilling Platforms projects with major oil operator and major classification societies including design and construction at global top leading Shipbuilding Facilities.

He has authored and co-authored in excess of 19 academic Publications and Papers on Naval Architecture Structural Engineering and a PhD thesis in Hull girder ultimate strength and fracture toughness of damaged marine structures.

Ozgur's academic and Industrial experience in Structural Engineering of Naval Architecture



contributes significantly to RELMAR's programme in that enhances our [m]RCM™ programme that further benefits our clients.

About RELMAR
RELMAR™ supports 4IR for Maritime, based in London and established in 2016. With an emphasis on leadership, collaboration and empathy-focused; our talented team works hard to deliver innovative, high quality results-driven solutions that optimise Marine Assets through Reliability, Availability and Efficiencies.

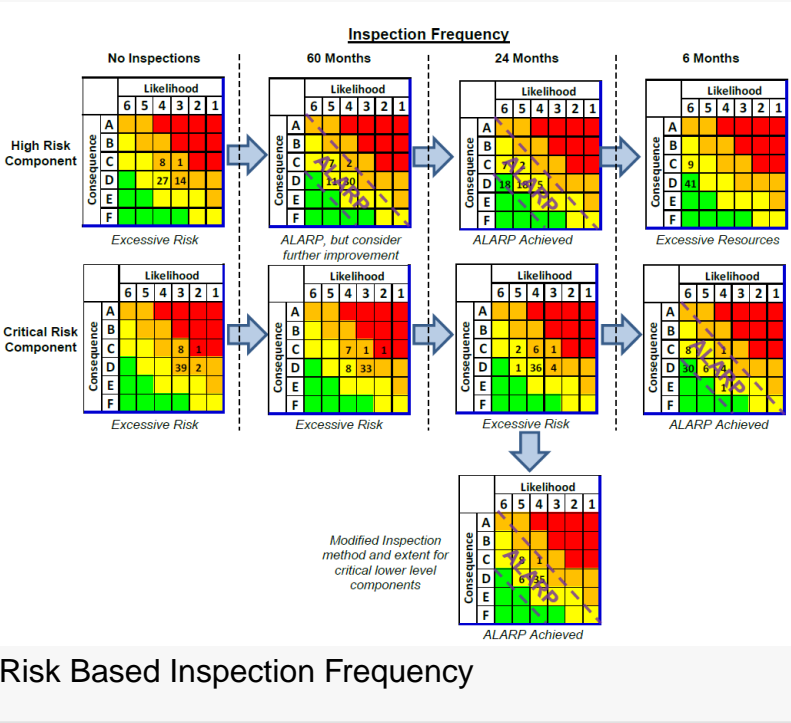
We provide Cost Efficient risk-based solutions that adds to your corporate bottom line. Vessel Maintenance is no longer a necessary evil but a profit generator...

“ Minimising downtime, reducing risk and mitigating unplanned dry-docking due to non conformance with Classification Society Rules are the objectives of our unique programme”
Dr. Ozgur Ozguc - RELMAR's Director of Naval Architecture (Structural)

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LOWER LEVEL RISK ASSESSMENT SUMMARY						
Identifier	Tag Number	Description	Risk Ranking			
			No Inspection		RBI Programme	
BOT-1	S-241-T-021-BOT-1	Panel at Bottom between #190 and #230	C4	High	C5	Moderate
CDK-1	S-241-T-021-CDK-1	Panel at Cargo Deck between #190 and #230	D5	Moderate	D6	Low
INS-1	S-241-T-021-INS-1	Panel at Inspection Stringer at #190	D5	Moderate	D6	Low
LB1-1	S-241-T-021-LB1-1	Panel at L.BHD (Port) between #150 and #190, and between Bottom and Stringer 3	C4	High	C5	Moderate
LB1-2	S-241-T-021-LB1-2	Panel at L.BHD (Port) between #190 and #230, and between Stringer 3 and Stringer 1	C5	Moderate	C6	Moderate

Risk Assessment in Summary



Risk Based Inspection Frequency

This press release can be viewed online at: <http://www.einpresswire.com>

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