



RightShip – Condition Assessment Program – Requirements

At RightShip we have reviewed our vessel acceptance criteria with regard to the age of Capesize vessels. RightShip is aware that there are many Cape vessel owners who have maintained their vessels to a high standard and that these vessels, subject to successfully undertaking a Condition Assessment Program, are fit to trade to 30 years old.

RightShip advise that we do have customers who will not accept any vessel over 25 years old, but we also have many customers who will be guided by RightShip's review for acceptability. Condition Assessment Programs offered by International Classification Societies are optional services, there is no unified agreement on CAP standards, therefore, RightShip has set a RightShip-CAP standard to ensure that a minimum acceptable standard is achieved, making the vessel suitable to recommend to our customers.

Fatigue Analysis

RightShip has reviewed their position and can advise that we will accept "2D - Fatigue Analysis" for Cape vessels. The fatigue analysis is to be carried out by a recognised supplier. The report is to indicate any "hot-spots" that will need to be close up inspected at the RightShip annual inspection.

Hull and Structure

For hull and Structure we do require a minimum 35% of the margin remaining for a validity of 5 years and 25% remaining for 3 years.



1. RightShip-CAP2/5 requires readings better than 65% of the maximum permissible diminution. We will not accept a corrosion pattern with measurements higher than 65% of the maximum permissible diminution. If CAP2/5 is achieved the vessel, subject to satisfactory annual inspection, will be graded as suitable to age 30.
2. RightShip-CAP2/3: requires readings better than 75% of the maximum permissible diminution, where the validity is to be no more than 3 years or to the intermediate survey after the 5th SS with a maximum age of 28 years. We will not accept a corrosion pattern with measurements higher than 75% of the maximum permissible diminution. ("substantial corrosion")

We do require all tanks, holds, hull structures and spaces meet these requirements with individual tanks rated as RightShip-CAP. We will not accept averaging of the conditions of ballast tanks to meet RightShip-CAP.

Both of the above ratings are subject to the coating requirements below.

Coatings

RightShip requires that ballast tank coatings meet the "IACS Guidelines for Coatings Maintenance and Repair", rating of "GOOD". RightShip will also accept areas that are graded as "FAIR" where anodes are installed.

 	<p align="center">Rightship CAP 2 Guidelines</p> <p align="center"><i>Effective Date JULY 2011</i></p>	<p align="center">INSTRUCTION 07</p> <p align="center"><i>ISSUE-01</i></p>
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Cargo holds; coating condition of deck undersides, side shell and bulkheads are to have a coating rating of “Good” but RightShip has no requirement for coating of tank tops and including to 300mm below the side shell frames lower bracket toes. Vessels classed as Ore Carriers are exempt from this requirement.

Certificate and Report

The Owner is to supply to RightShip in good time before the 5th Special Survey or 25th anniversary, whichever comes first, a confirmation letter from the performing Classification Society that they have been commissioned to start a Condition Assessment Program. The letter is to confirm the scope of work requested by the Owner. RightShip will require at the end of the CAP a confirmation that the vessel meets the above standard and a full copy in electronic format of the report and summary.

RightShip will, once we have confirmation that CAP is underway, allow the owners 3 months from the completion of the 5th Special Survey or 25th anniversary, whichever comes first to produce the required reports and certificate.

Classification Society

It will be the responsibility of the owners to ensure that the performing Classification Society fully understands the scope of work with regard to RightShip-CAP and the owners intended validity.

RightShip accepts DNV, LR, BV, ABS, NK, RINA, KR, GL and CCS to perform RightShip-CAP services. We are in discussion with other IACS members on CAP services but we have not accepted their services as we have not been briefed on their methodology. Please note that RightShip will not accept any reports or certificates from non-recognised service providers.

The CAP Certificate is not to have a validity date; the validity will be decided by RightShip based on the distribution curves for individual structures. We will require S curves for each ballast tank, cargo space and main structure members. Structural members include: side, bottom, deck, inner deck, inner bottom, internal structures, transverse bulkhead and longitudinal bulkheads.

RightShip-CAP Machinery and Deck Fittings

RightShip will accept a CAP2 Certificate or equivalent for Machinery and Fittings supplied by the attending Society. The rating is to be based on the Society’s offered service that have been reviewed and accepted by RightShip.

Please note RightShip does require that windlass and winch brakes be tested and a declaration be issued stating the rendering load of the individual brakes. A copy of the brake test results is to be retained on board the vessel.

RightShip also requires that hatch coamings, covers, securing systems, operating equipment and hydraulic actuators must be inspected and reported on by the attending surveyor. Acceptable condition is “GOOD”, note all hydraulic pipe work must be well coated with no active corrosion. Before commencing a RightShip-CAP you should contact RightShip to ensure you have the latest requirements.