

		Consequence				
		Negligible	Low	Medium	High	Extreme
Probability	High	L	M	H	E	E
	Medium	L	M	H	H	E
	Low	N	L	M	H	H
	Negligible	N	N	L	M	H

Table 1.2: Risk Matrix

Higher criticality (H, E) items should receive most attention. However, it may be acceptable to adopt a reactive strategy for lower criticality (L, N) items. This means that these elements or components would be maintained in a safe condition for personnel.

A useful technique, which can be applied in the planning process, is to calculate the 'remnant life' of the element. This is the period since the last inspection for which it is judged that an item or component will remain safe to operate without maintenance.

All items subject to a proactive regime should be inspected at some point during their remnant life, which should depend on criticality. The higher the criticality, the larger the safety margin should be, and the lower the criticality, the closer the inspection can be scheduled to the estimated end of life. This process will produce a detailed schedule, which may then be optimised to combine a number of inspections, e.g. it is common to inspect all parts of the berth substructure in one campaign. The type and scope of the inspection should also be defined at this stage, e.g. it can be expected that visual inspections will be carried out at a higher frequency than invasive inspections, which may need materials to be sampled and tested.

The schedule should also identify any requirement for supporting services, such as scaffolding or safety boats. It should take into consideration the possibility of using specialist contractors or equipment vendor's personnel to supplement the skills base available.

1.2.1.2 Maintenance Schedule

A reliability-centred maintenance schedule can only be prepared for each element of the facility once its rate of deterioration has been established. Until this has been done, maintenance will almost inevitably be carried out as per manufacturers' recommendations or on a reactive basis.

For structural components, the rate of deterioration should be determined from the inspection activities. This may also be the case for equipment items but, in most instances, recommended maintenance should be based on experience from manufacturers or from other sites where similar equipment has been installed. More generic reliability data from the industry may be an additional source of information.

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M Mark



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JETTY MAINTENANCE AND INSPECTION GUIDE, 2ND EDITION. OCIMF SIGTTO.,2024 **Jetty Inspection and Maintenance Guide** ,2007-08 These guidelines are for the maintenance of all jetty equipment used in and required for the safe transfer of oil and gas between ship and shore with access and environmental conditions taken into specific consideration **Springer Handbook of Ocean Engineering** Manhar R. Dhanak,Nikolaos I. Xiros,2016-07-23 This handbook is the definitive reference for the interdisciplinary field that is ocean engineering It integrates the coverage of fundamental and applied material and encompasses a diverse spectrum of systems concepts and operations in the maritime environment as well as providing a comprehensive update on contemporary leading edge ocean technologies Coverage includes an overview on the fundamentals of ocean science ocean signals and instrumentation coastal structures developments in ocean energy technologies and ocean vehicles and automation It aims at practitioners in a range of offshore industries and naval establishments as well as academic researchers and graduate students in ocean coastal offshore and marine engineering and naval architecture The Springer Handbook of Ocean Engineering is organized in five parts Part A Fundamentals Part B Autonomous Ocean Vehicles Subsystems and Control Part C Coastal Design Part D Offshore Technologies Part E Energy Conversion **Construction inspection guide** ,1974 *Inspection, Maintenance and Repair of Maritime Structures Exposed to Damage and Material Degradation Caused by a Salt Water Environment* Maritime Navigation Commission. Working Group 17,International Navigation Association,2004 **Concrete Structure Management - Guide to Ownership and Good Practice** fib Fédération internationale du béton,2008-01-01 Construction projects are undertaken to meet a variety of business service and aspirational objectives and needs The success of a building or an element of infrastructure depends on how well it meets the owner s needs and interests or those of the users Recent changes in owner attitudes to construction are reflected in an increasing interest in through life costs i e not only the capital costs of construction but also the operational costs associated with a structure s functional performance for a defined life span The owner can greatly improve the likelihood of achieving the value they seek from the facility by being intimately and effectively involved in the definition of performance requirements at the start of the construction procurement process The objective of fib Bulletin 44 is to provide guidance to owners of concrete structures on the management of their concrete structures buildings and infrastructure as part of their business goals or the service objectives of their organization best practice in the management of concrete structures their responsibilities with respect to the management of their concrete structures the wider context and issues of service life design information and direction needed by the supporting professional team of architects engineers specifiers contractors and others This Guide also provides background information on topics such as deterioration processes and technical procedures used for the management of concrete structures including reference to international standards for the protection and repair of concrete structures These activities are illustrated by

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