ATLANTIS

MARITIME SERVICES PORTFOLIO

Inspection · Consulting · Training · Technology

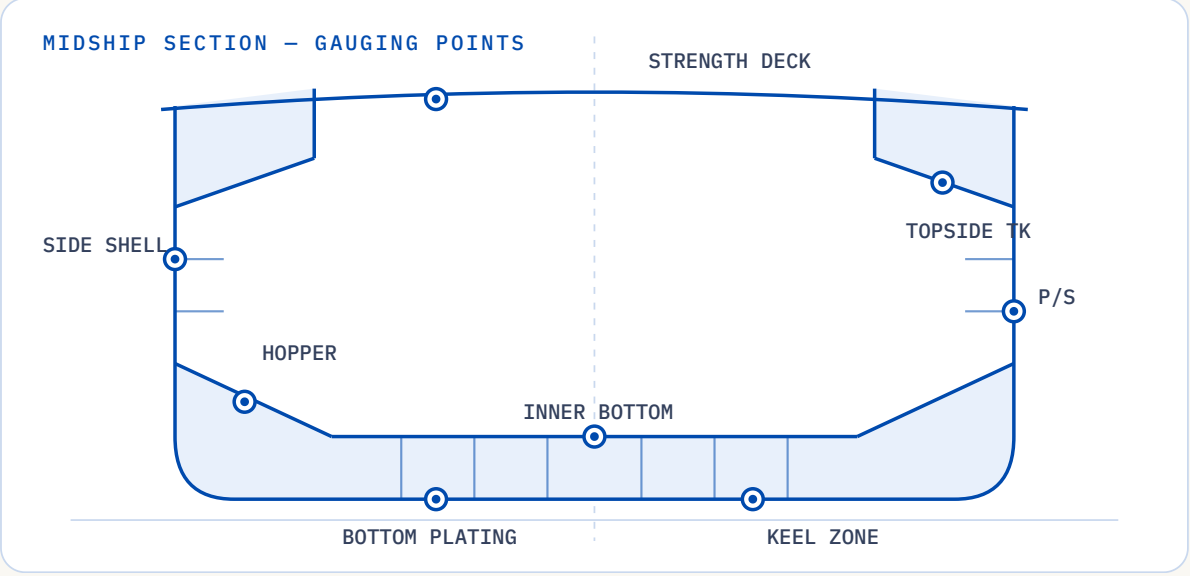
ATLANTIS NDT — MARITIME DIVISION

# Class-ready inspection for vessels that can't afford to wait.

Condition assessment (CAS & CAP), UT thickness gauging, NDT, machinery diagnostics and docking inspections — under one roof, from one accountable partner led by an ASNT Level III in all five primary methods.

Request a survey quote

info@atlantisndt.com · +1 281 840 8969




| | | | | |
|---|---|---|---|---|
| Condition Assessment Survey | UT Thickness Gauging | NDT & Advanced NDT | Machinery Diagnostics | Docking Inspections |

atlantisndt.com

HOUSTON, USA · HYDERABAD, INDIA

01 — WHO WE ARE

# One technical partner, from survey scope to class sign-off.

Atlantis NDT is an NDT inspection, consulting, training and technology firm operating from the USA and India. For shipowners, ship managers and repair yards, we bring Level III-led condition assessment, thickness gauging, NDT and machinery diagnostics under one accountable contract — so findings are evidenced, defensible and closed out the first time the surveyor reviews them.

**Level III**
ASNT NDT Level III in RT · UT · MT · PT · VT

**18**
Certified UTM technicians on call

**50+ yrs**
Combined International NDT field experience

**4**
Practices: Inspection, Consulting, Training, Technology

## Why owners and yards choose Atlantis

A
### Level III accountability
Procedures, techniques and reports are owned by our Responsible NDT Level III — not delegated to whoever is on site.

B
### Class-literate reporting
Gauging and NDT records prepared to IACS survey requirements and the format each class society expects.

C
### Lean, on-call squads
Technicians mobilised per job and billed to the vessel's scope — no idle headcount built into your rate.

D
### Digital condition history
Results can feed the Atlantis Digital Twin, building a hull condition record that carries across survey cycles.

WHO WE SERVE

Shipowners & operators · Ship managers · Shipyards & repair yards · Offshore & FPSO operators · NDT & inspection companies

02 — SERVICES UNDER ONE ROOF

# Every survey, test and inspection your vessel needs — one partner.

Eight service families, organised the way your technical department plans: by survey, by method, by system. One scope, one mobilisation, one report pack.

### 01 Surveys & assessment p. 4, 7

- Condition Assessment Survey (CAS) for owners
- Class Condition Assessment Programme (CAP)
- Hull roughness survey

### 02 Thickness & corrosion p. 5

- UT thickness gauging for class surveys
- UT corrosion mapping & line scanning of pipelines
- Condition of Class close-out gauging

### 03 Non-destructive testing p. 6

- VT · PT · MT · UT flaw detection · RT
- Advanced UT: phased array (PAUT) · TOFD
- Ultrasonic hatch cover tightness testing

### 04 Machinery diagnostics p. 7

- Vibration analysis
- Infrared thermography
- Noise measurement survey

### 05 Periodic inspections p. 7

- Cranes, lifting appliances & cargo gear
- Pressure vessels & air receivers
- Hatch covers, rudder & steering gear

### 06 Docking inspections p. 8

- Sailing inspection before docking
- Docking inspection on arrival
- Inspection during dry docking

### 07 Access solutions p. 5, 8

- Rope access inspection
- Drone-based close-up surveys

### 08 Level III oversight p. 8, 9

- On-call Level III during docking, as needed
- Procedures, vendor audits & class supplier approval

**1 call** Combine CAS, gauging, NDT and machinery diagnostics in a single attendance — fewer vendors on board, one point of accountability.




03 — CONDITION ASSESSMENT SURVEY (CAS)

# One survey that satisfies your yard, your charterer and your class.

Our CAS joins the owner's condition assessment and the class Condition Assessment Programme (CAP) in a single scope. One attendance, one dataset, two results: a tighter dry-dock specification and a CAP-ready record for charterers, oil majors, port and flag state, and class.

### For owners & managers

OWNER CAS

- Whole-vessel assessment, reported to your fleet's needs
- Precise dry-dock specification and staging estimates
- Improvement plan that supports vetting and charter reviews
- Adopted as a standard requirement in frame agreements

### For class requirements

CLASS CAP

- Gauging and close-up survey to class CAP procedures
- Structural, coating and corrosion evidence for the CAP rating
- For ageing tankers, bulk carriers and charter-driven CAP
- Reports formatted for class review and oil-major acceptance

SCOPE — FULLY CUSTOMISABLE · LED BY NAVAL ARCHITECTS & FORMER FLEET MANAGERS

Hull structure & UTM | Ballast tank coatings | Deck outfittings | Deck pipes, clamps & supports | Superstructure, decks & voids | Hatch covers: securing, sealing, alignment | Staging estimates | Detailed steel specification | Machinery add-on: vibration & thermography

**$1 → $10** **Every dollar spent on CAS can save up to ten** in dry-dock cost: a tighter specification, fewer yard surprises and no paying for steel you don't need.

04 — UT THICKNESS GAUGING

# Gauging that stands up to the surveyor's review.

### Ultrasonic Thickness Measurement (UTM)

- Gauging for Special, Intermediate and Annual Surveys
- Condition of Class (CoC) close-out measurements
- ESP close-up survey gauging — bulk carriers and tankers
- Diminution against original scantlings, with substantial-corrosion flags
- Remnant-life input for life extension and CAS / CAP

YOUR REPORT PACK

- ✓ Gauging sketches per frame and strake
- ✓ Readings vs. allowable margins
- ✓ Calibration and operator records
- ✓ Photo log of critical areas
- ✓ Level III review before issue

## A UTM job in five steps

01
**Scope**
Gauging plan from class requirements and ship drawings

02
**Mobilise**
Qualified squad with calibrated gauges

03
**Gauge**
Readings taken in the surveyor's presence

04
**Calculate**
Diminution and renewal areas identified

05
**Report**
Class-format pack, Level III signed

## Beyond the hull plating

### UT corrosion mapping
Area scans of pitting and wastage, so renewals are sized on a map — not a handful of spot readings.

### Pipeline line scanning
UT line scans of cargo, ballast and fuel piping to find internal corrosion before it leaks.

### Hard-to-reach areas
Rope access and drone support for holds, tanks and topsides — less staging, faster close-out.

**ROI** Accurate pre-docking gauging is usually the single biggest lever on yard steel cost — renewal tonnage is decided before the ship arrives.

05 — NDT & ADVANCED NDT

# Find the defect before the surveyor — or the sea — does.

Every method below is run to a written procedure approved by our Level III, with technicians qualified for the method and the material in front of them.

## Conventional NDT

LEVEL II / III

**VT** — Visual examination of welds, coatings and structure

**PT** — Surface cracks on non-magnetic and machined parts

**MT** — Surface and near-surface flaws in ferromagnetic steel

**UT** — Flaw detection, laminations, corrosion mapping and pipeline line scanning

**RT** — Weld integrity on piping, pressure parts and inserts

## Advanced UT & screening

SPECIALIST

**PAUT** — Phased array imaging of complex welds and nodes

**TOFD** — Accurate flaw sizing on thick butt welds

**Critical components** — Rudder pintles, stocks, stern frames, shafts and crane pedestals

**Repair verification** — Post-weld NDT for class acceptance of renewals

## Where we inspect on board

| Area | Methods | What it protects |
|---|---|---|
| **Hull welds & structural inserts** | UT · MT · PT | Steel renewals accepted by class first time |
| **Rudder, stock & pintles** | MT · UT | Fatigue cracking at high-stress radii |
| **Propeller shaft & stern frame** | UT · MT | Cracks at keyways, shoulders and bosses |
| **Crane pedestals & lifting points** | MT · UT | Periodic load-test and cargo gear surveys |
| **Piping, pressure parts & retrofits** | RT · UT · PT | Weld integrity on repairs, BWTS and scrubber tie-ins |
| **Cargo & ballast tank structure** | VT · UT | Close-up survey findings and coating breakdown |

CODES & STANDARDS WE WORK TO

ASNT SNT-TC-1A · ASME Section V · AWS D1.1 · IACS Unified Requirements · ABS, DNV, LR & BV class rules

06 — MACHINERY DIAGNOSTICS & PERIODIC INSPECTIONS

# Catch the failure while it's still just a reading.

### Vibration analysis

- Baseline and trend logging
- Bearing defects, misalignment, imbalance and looseness
- Turbochargers, pumps, purifiers, fans, motors and shafting

### Infrared thermography

- Switchboards, MCCs, breakers and transformers
- Exhaust lagging and insulation hot spots
- Bearings, couplings and steam traps

### Noise measurement survey

- To the IMO Code on Noise Levels on Board Ships
- Accommodation, workspaces and machinery spaces
- Supports MLC 2006 crew-comfort compliance

## Periodic inspections

| Item | Methods | Driven by |
|---|---|---|
| **Cranes & lifting appliances** | `VT · MT · UT` | Annual and 5-yearly thorough examinations |
| **Cargo gear & lashing points** | `VT · MT` | Cargo gear register and periodic surveys |
| **Pressure vessels & air receivers** | `VT · UT` | Class machinery survey cycle |
| **Hatch covers** | `Ultrasonic tightness` | Weathertightness before loading and at survey |
| **Rudder, stock & steering gear** | `MT · UT` | Docking and bottom surveys |

HULL PERFORMANCE

### Hull roughness survey

Roughness measured at docking to quantify the fuel penalty and justify the right coating decision.

WHY IT PAYS

### Planned, not emergency, repairs

Trend data moves machinery repairs into planned port calls and avoids unscheduled off-hire.

07 — DOCKING INSPECTIONS

# Control the dry dock before the yard controls your budget.

From the voyage before docking to the day she floats out, our inspectors give you the evidence to fix scope, challenge variations and sign off work with confidence.

BEFORE DOCKING
### Sailing inspection
Riding team attends while the vessel trades: tank and hold inspection, UTM and NDT at sea, so the specification and steel tonnage are fixed before arrival — with zero off-hire.

ON ARRIVAL
### Docking inspection
Bottom and shell plating, rudder, propeller, sea chests and stern frame inspected and gauged as soon as the dock is dry — findings go straight into the yard work list.

IN DOCK
### Inspection during dry docking
Fit-up and weld inspection of steel renewals, NDT acceptance of inserts and repairs, and daily progress and variation tracking against the agreed specification.

AS NEEDED
### Level III oversight
On-call ASNT Level III to review yard NDT procedures and reports, settle disputed indications and audit the yard's NDT subcontractor on your behalf.

ACCESS THAT CUTS STAGING COST

**Rope access**
Close-up inspection, gauging and NDT in holds, tanks and topsides without full staging.

**Drone-based surveys**
Enclosed-space and external drones for close-up visual surveys of large structures.

**Fewer surprises**
Every tonne of steel and every extra day in dock is decided by the data you arrive with. Sailing inspections put that data in your hands before the yard quotes.

08 — LEVEL III CONSULTING & CLASS APPROVALS

# Expertise you can put your name to.

### Outsourced Level III

- NDT procedures and technique sheets written and approved
- SNT-TC-1A written practice and personnel certification
- Audits of NDT vendors and yard subcontractors
- Second-opinion review of disputed indications

### IACS service-supplier approval

- For NDT and UTM firms seeking ABS, DNV, LR or BV approval
- Gap assessment against class requirements
- Quality system, procedures, personnel and equipment files
- Audit preparation and close-out of findings

TRAINING

## Build competence before the job, not on it.

### ASNT Level III programme

Structured online preparation for Basic and method examinations.

### Practical NDT simulator

3D / VR practice for UT technique and scanning, at practice.atlantisndt.com.

### Level I & II method courses

Classroom and hands-on training for technicians and yard QC staff.

TECHNOLOGY

## Inspection data that works after the report.

### Atlantis Digital Twin

Visual condition history of the hull across survey cycles.

### Atlantis ERP

Jobs, certifications, equipment and reports for inspection companies.

### NDT-Connect

Marketplace linking asset owners with qualified NDT providers.

1 **One contract, four practices.** Inspection, consulting, training and technology from the same Level III-led team — fewer vendors to qualify, one point of accountability.

09 — HOW WE ENGAGE

# Get a priced scope from one email.

SEND US THESE FIVE DETAILS

**1.** Vessel name and IMO number
**2.** Type, age and class society
**3.** Survey type and due date
**4.** Port, yard or trading route
**5.** Services needed — CAS / CAP, UTM, NDT, machinery, docking

We reply with a scope, team and fixed price. The scope review is free and carries no obligation.

01
**Scope**
Survey type, class and vessel drawings reviewed

02
**Proposal**
Clear scope, team and price before mobilising

03
**Mobilise**
Squad, equipment and approved procedures on site

04
**Inspect**
Work alongside the surveyor and yard schedule

05
**Close out**
Level III-signed report and digital record

## Engagement models

**Per-job call-out**
A single survey, gauging or NDT scope, quoted and delivered.

PREFERRED
**Fleet agreement**
CAS, gauging and NDT built into your fleet's survey calendar, at agreed rates.

**Retained Level III**
Ongoing Level III cover for your procedures, people and vendors.

YOUR ACCOUNTABLE LEVEL III

### Anoop Rayavarapu · Founder & General Manager

ASNT NDT Level III in RT, UT, MT, PT and VT · MBA, Golden Gate University · B.E. Mechanical Engineering · 11+ years across Oil & Gas, Maritime, Aerospace, Petrochemical and Power.

## Next survey on the calendar?

Email the five details above — your priced scope comes back from a Level III, not a call centre.

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