



SURVEY PLANNING QUESTIONNAIRE
- Bulk Carriers other than Double Skin Bulk Carriers -

The following information will enable the owner in co-operation with ClassNK to develop a survey programme complying with the requirements of the Rules. It is essential that the owner provides, when completing the present questionnaire, up-to-date information. The present questionnaire, when completed, should provide all information and material required by the Rules.

Particulars

Ship's name	:
IMO number	:
Flag State	:
Port of registry	:
Owner	:
RO ship identity (Class Number):	:
Gross tonnage	:
Deadweight (metric tonnes)	:
Date of delivery	:

Information on access provision for close-up surveys and thickness measurement:

The owner should indicate, in the table below, the means of access to the structures subject to close-up survey and thickness measurement. A close-up survey is an examination where the details of structural components are within the close visual inspection range of the attending surveyor, i.e. preferably within reach of hand.

Table SPQ1

Hold/Tank No.	Structure	Permanent Means of Access	Temporary staging	Rafts	Ladders	Direct access	Other means (please specify)
F.P.	Fore Peak						
A.P.	Aft Peak						
Cargo Holds	Hatch side coamings						
	Topside sloping plate						
	Upper stool plating						
	Cross deck						
	Side shell, frames & brackets						
	Transverse bulkhead						
	Hopper tank plating						
	Lower stool plating						
	Tank top						
Topside Tanks	Underdeck structure						
	Side shell & structure						
	Sloping plate & structure						
	Webs & bulkheads						
Hopper Tanks	Hopper sloping plate & structure						
	Side shell & structure						
	Bottom structure						
	Webs & bulkheads						
	Double bottom structure						
	Upper stool internal structure						
	Lower stool internal structure						

Applicable access provisions are to be ticked.

Owner’s inspections

Using a format similar to that of the table below (which is given as an example), the owner should provide details of the results of their inspections, for the last 3 years on all cargo holds and ballast tanks and void spaces within the cargo area, including peak tanks.

Table SPQ2

Hold or Tank No.	Corrosion protection (1)	Coating extent (2)	Coating condition (3)	Structural deterioration (4)	Hold and Tank damage history (5)
Cargo holds					
Topside tanks					
Hopper tanks					
Double bottom tanks					
Upper stools					
Lower stools					
Fore peak					
Aft peak					
Miscellaneous other spaces					

Note: Indicate tanks which are used for oil/ballast

- 1) HC=hard coating; SC=soft coating; A=anodes; NP=no protection;
- 2) U=upper part; M=middle part; L=lower part; C=complete
- 3) G=good; F=fair; P=poor; RC=recoated (during the last 3 years)
- 4) N= no findings recorded; Y= findings recorded, description of findings is to be attached to the questionnaire
- 5) DR=damage & repair; L= Leakages; CV= Conversion (description should be attached to this questionnaire)

Name of owner’s representative: Signature: Date:

Reports of Port State Control inspections

List the reports of Port State Control inspections containing hull structural related deficiencies and relevant information on the rectification of the deficiencies:

Safety Management System

List non-conformities related to hull maintenance, including the associated corrective actions:

Name and address of the approved thickness measurement company:

Other information: