



## SURVEY PLANNING QUESTIONNAIRE - Chemical Tankers -

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. normally within reach of hand.

Table SPQ1

Tank No.	Structure	C (Cargo) / B (Ballast)	Temporary staging	Rafts	Ladders	Direct access	Other means (please specify)
F.P.	Fore peak						
A.P.	Aft peak						
Wing Tanks	Under deck						
	Side shell						
	Bottom transverse						
	Longitudinal						
	Transverse						
Centre Tanks	Under deck						
	Bottom transverse						
	Transverse						

Applicable access provisions are to be ticked.

<b>History of cargo heated cargo for the last 3 years together with indication as to whether cargo was heated and, where available, Marine Safety Data Sheets (MSDS)*</b>

\* Refer to resolution MSC.150(77) on Recommendation for material safety data sheets fro MARPOL Annex I cargoes and marine fuel oils.

<b>Ballast history for the last 3 years</b>

**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 and ballast tanks and void spaces within the cargo area, including peak tanks.

Table SPQ2

Tank No.	Corrosion protection (1)	Coating extent (2)	Coating condition (3)	Structural deterioration (4)	Tank damage history (5)
<b>Cargo centre tanks</b>					
<b>Cargo wing tanks</b>					
<b>Ballast tanks</b>					
Aft peak					
Fore peak					
<b>Miscellaneous spaces</b>					

Note: Indicate tanks which are used for cargo/ballast

- 1) HC=hard coating; SC=soft coating; SH=semi-hard coating; 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:**