# Part C

## Survey Questionnaire
Chemical Tanker

| | |
|---|---|
| Ship name: | |
| IMO No: | |
| Date survey completed: | |
| Survey port: | |
| Surveyor's name: | |
| Survey company: | |
| Surveyor's ref. number: | |
| Order club: | |
| Club ref. no.: | |

# 5 Chemical Tanker

## 5.1 Cargo tanks and systems

| | | Y | N | NA | NI | Remarks |
|---|---|---|---|---|---|---|
| 5.1.1 | Are cargo tank coatings in apparent satisfactory condition and free from defects which could impair cargoworthiness? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.2 | Is there a compatibility table readily available? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.3 | Is the structure in cargo tanks apparently free from significant corrosion, pitting, scaling, buckling, dents, fractures, wastage, doublers, temporary repairs etc? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.4 | Is plating under suction bell mouth or sump in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.5 | Are cargo pumps, ballast pumps and stripping arrangements fully operational, including associated monitoring alarms, instrumentation and controls? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.6 | Are deep well pump cofferdams purged as per manufacturer's guidance and are records maintained onboard? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.7 | Are cargo pump emergency stops properly located and regularly tested? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.8 | Is the condition of pipe work in tanks or passing through in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.9 | Are deck cargo piping, manifolds and relevant deck equipment suitably marked and in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |

| | | Y | N | NA | NI | Remarks |
|---|---|---|---|---|---|---|
| 5.1.10 | Are reducers, removable U-bends and cargo hoses, if carried, in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.11 | Are hoses pressure tested, certificated and in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.12 | Are hoses regularly tested for continuity? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.13 | Are spill trays and savealls in apparent satisfactory condition and free from cargo? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.14 | Is the ship provided with portable instruments as required, is span gas available and are records of recent calibration kept? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.15 | Are the fixed and portable electrical equipment used suitable for use in hazardous areas? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.16 | Are superstructure and deckhouse doors, windows, air inlet flaps, etc. facing the cargo area in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.17 | Is the pump room clean and tidy and are bilges free from cargo? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.18 | Are pumps and shaft bearings in apparent good condition? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.19 | Are pump room fans operational? | ◯ | ◯ | ◯ | ◯ | |

| | | Y | N | NA | NI | Remarks |
|---|---|---|---|---|---|---|
| 5.1.20 | Is pump room floor plating satisfactory? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.21 | Are safe pump room procedures identified and complied with? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.22 | Are pipelines lagged where required? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.23 | Are heating coils in tanks regularly pressure tested and reportedly free of leaks? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.24 | If a vapour emission return system is fitted, is it in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.25 | Is the vapour manifold clearly marked? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.26 | Are the manifolds fitted with drain lines and purge points and are they valved and capped? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.27 | If appropriate, are fire wires in apparent satisfactory condition and properly rigged? | ◯ | ◯ | ◯ | ◯ | |
| 5.1.28 | Has the ship been inspected by OCIMF-Sire and / or CDI recently? | ◯ | ◯ | ◯ | ◯ | |

**Additional information**

## 5.2 Inert Gas System

| | | Y | N | NA | NI | Remarks |
|---|---|---|---|---|---|---|
| 5.2.1 | Is the IGS, including instrumentation, alarms, trips, and pressure and oxygen recorder apparently operational and calibration records maintained? | ◯ | ◯ | ◯ | ◯ | |
| 5.2.2 | Are fans, scrubbers, deck seals, PV breakers and non return valves in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |
| 5.2.3 | If fitted, is the nitrogen generator system apparently operating satisfactorily? | ◯ | ◯ | ◯ | ◯ | |

**Additional information**

## 5.3 Tank Cleaning System

| | | Y | N | NA | NI | Remarks |
|---|---|---|---|---|---|---|
| 5.3.1 | Is tank cleaning system in apparent satisfactory condition and fully operational? | ◯ | ◯ | ◯ | ◯ | |
| 5.3.2 | Is an approved tank cleaning system manual provided and are tank cleaning plans prepared and adhered to? | ◯ | ◯ | ◯ | ◯ | |

**Additional information**

## 5.4 Closing appliances

| | | Y | N | NA | NI | Remarks |
|---|---|---|---|---|---|---|
| 5.4.1 | Are closing devices, associated gaskets and securing arrangements on the freeboard deck in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |

| | | Y | N | NA | NI | Remarks |
|---|---|---|---|---|---|---|
| 5.4.2 | Are vapour locks for closed sampling / ullaging devices calibrated and operational? | ◯ | ◯ | ◯ | ◯ | |

**Additional information**

## 5.5 Cargo Control

| | | Y | N | NA | NI | Remarks |
|---|---|---|---|---|---|---|
| 5.5.1 | Are cargo monitoring indicators, controls and panels in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.2 | Are detailed cargo handling and tank cleaning plans prepared and are operations carried out and logged in accordance with the agreed plan? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.3 | Is the tank gauging system, including temperature reading if fitted, operational and cross checked with manual readings? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.4 | Are gas detection systems and bilge alarms operational, regularly tested and with results recorded? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.5 | If a fixed gas detection and monitoring system is not fitted, are routines in place for regular monitoring with portable instruments? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.6 | Are safety guidelines regarding static hazards in place and strictly adhered to? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.7 | Is oil discharge monitoring equipment (ODME) fitted and apparently operational? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.8 | Is the MARPOL Annex II discharge clearly marked to distinguish it from Annex I? | ◯ | ◯ | ◯ | ◯ | |

| | | Y | N | NA | NI | Remarks |
|---|---|---|---|---|---|---|
| 5.5.9 | Are PV valves tested on a regular basis and are all flame screens apparently intact and free from debris? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.10 | Are PV settings and alarm set points clearly displayed? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.11 | Is liquid level in PV breaker satisfactory and is it suitably protected against cold weather? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.12 | Is appropriate cargo specific information including Material Safety Data Sheets available onboard? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.13 | Are cargo sampling routines implemented and is the cargo sample locker satisfactory? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.14 | Are chemical suits and breathing equipment in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |
| 5.5.15 | Is additional anti pollution equipment (specific for chemicals carried), as appropriate, available and in apparent satisfactory condition? | ◯ | ◯ | ◯ | ◯ | |

**Additional information**

## 5.6 Safety and Operational test (were the following tests carried out and found satisfactory?)

| | | Y | N | NA | NI | Remarks |
|---|---|---|---|---|---|---|
| 5.6.1 | Engine room bilge high level alarms. | ◯ | ◯ | ◯ | ◯ | |
| 5.6.2 | Emergency fire pump with two fire hoses on separate hydrants. | ◯ | ◯ | ◯ | ◯ | |

| | | Y | N | NA | NI | Remarks |
|---|---|---|---|---|---|---|
| 5.6.3 | Emergency power sources and emergency lighting. | ◯ | ◯ | ◯ | ◯ | |
| 5.6.4 | Engine room remote stops and shutdowns. | ◯ | ◯ | ◯ | ◯ | |
| 5.6.5 | Relevant cargo high level alarms. | ◯ | ◯ | ◯ | ◯ | |
| 5.6.6 | Decontamination showers and eye baths on deck (operational under all ambient weather conditions?) | ◯ | ◯ | ◯ | ◯ | |

**Additional information**