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# Part C

## Survey Questionnaire Gas Tanker

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Ship name:

IMO No:

Date survey completed:

Survey port:

Surveyor's name:

Survey company:

Surveyor's ref. number:

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Order club:

Club ref. no.:

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# 5. Survey Questionnaire - Gas Tanker

## 5.1 Cargo tanks and systems

		Y	N	NA	NI	Remarks
5.1.1	Are cargo tanks suitable for the carriage of nominated cargoes (particularly with reference to types of cargoes and required temperatures / pressures)?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.1.2	Are cargo tank coatings in satisfactory condition and free from defects which could impair cargoworthiness?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.1.3	Is the overall steel structure in cargo tanks apparently free from significant corrosion, pitting, scaling, buckling, dents, fractures, wastage, doublers, etc?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.1.4	Is plating under suction bell mouths in apparent satisfactory condition?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.1.5	Are cargo pumps, ballast pumps and stripping arrangements apparently operational including associated monitoring, alarms, instrumentation and controls?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.1.6	Are cargo pump emergency stops properly located and regularly tested?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.1.7	Are emergency shutdown activation points properly located and regularly tested?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.1.8	Are cargo and vapour lines clearly marked and are all lines lagged effectively?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.1.9	Are reducers, removable U-bends and cargo hoses, if carried, in satisfactory condition?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

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|--------|--|-----------------------|-----------------------|-----------------------|-----------------------|
| 5.1.10 | Are hoses pressure tested, certificated and in apparent satisfactory condition?  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 5.1.11 | Are hoses regularly tested for continuity?   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 5.1.12 | Are spill trays and savealls in satisfactory condition?  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 5.1.13 | If fitted, is the overside water spray curtain effective?  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 5.1.14 | Is the ship provided with portable instruments as required, is span gas available and are records of recent calibration kept?    | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 5.1.15 | Is the fixed and portable electrical equipment used suitable for use in hazardous areas?   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 5.1.16 | Are superstructure and deckhouse doors, windows, air inlet flaps, etc. facing the cargo area in apparent satisfactory condition? | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 5.1.17 | Is the compressor house / motor room / re-liquifaction plant space clean and tidy and are bilges free from cargo?                | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 5.1.18 | Are bulkhead seals between compressor house and motor room gas tight and well lubricated?  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 5.1.19 | Are compressor house / motor room / re-liquifaction plant space fans operational?  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 5.1.20 | Is the motor room ventilation maintaining positive pressure?   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

5.1.21	Is the compressor room ventilation maintaining negative pressure?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.1.22	Is compressor house / motor room / re-liquifaction plant space floor plating satisfactory?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.1.23	Are safe compressor house / motor room / re-liquifaction plant space procedures identified and complied with?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.1.24	Is the cargo heating system apparently fully operational and well maintained?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.1.25	Is the tank insulation (as viewed from void spaces) in satisfactory condition? Confirm no visible cold spots as seen from void space?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.1.26	Is the cargo re-liquefaction plant and associated machinery in apparent satisfactory condition?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.1.27	If appropriate, are fire wires in good condition and properly rigged?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.1.28	Has the ship been inspected by OCIMF-Sire and / or CDI recently?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Additional information</b>					

## 5.2 Inert Gas System

		Y	N	NA	NI	Remarks
5.2.1	Is the IGS, including instrumentation, alarms, trips, and pressure / oxygen recorders, apparently fully operational and with calibration records maintained?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

5.2.2 If fitted, is the nitrogen generator system apparently operating satisfactorily?

5.2.3 Are the inter barrier space temperatures and pressure monitored and recorded?

5.2.4 Are fans, scrubber, deck seals, p/v breakers and non-return valve in apparent satisfactory condition?

**Additional information**

**5.3 Closing appliances**

**Y N NA NI Remarks**

5.3.1 Are closing devices, associated gaskets and securing arrangements on the freeboard deck in apparent satisfactory condition?

5.3.2 Are tank domes, hatches, gaskets and securing devices in apparent satisfactory condition?

5.3.3 Are the cargo tank venting arrangements in apparent satisfactory condition?

5.3.4 Are the cargo tank, void spaces and inter barrier spaces (where fitted) relief valves set correctly and in apparent satisfactory condition?

5.3.5 Are air locks between gas dangerous spaces and gas safe spaces, if fitted, in an operational state and in apparent satisfactory condition?

**Additional information**

## 5.4 Cargo Control

		Y	N	NA	NI	Remarks
5.4.1	Are primary and secondary cargo monitoring indicators, controls and panels in apparent satisfactory condition?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.4.2	Are detailed cargo handling and tank cleaning plans prepared and are operations carried out and logged in accordance with the agreed plan?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.4.3	Is the tank gauging system operational?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.4.4	Is the means for emergency discharge inspected and results recorded?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.4.5	Are gas detection systems and bilge alarms operational, regularly tested and with results recorded?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.4.6	If fixed gas detection and monitoring system is not fitted, are routines in place for regular monitoring with portable instruments?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.4.7	Are safety guidelines regarding static hazards in place and strictly adhered to?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.4.8	Is appropriate cargo specific information including Material Safety Data Sheets available on board?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
<b>Additional information</b>						

**5.5 Safety and Operational test** (were the following tests carried out and found satisfactory?)

		Y	N	NA	NI	Remarks
5.5.1	Engine room bilge high level alarms.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.5.2	Emergency fire pump with two fire hoses on separate hydrants.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.5.3	Emergency power sources and emergency lighting.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.5.4	Engine room remote stops and shutdowns.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.5.5	Relevant cargo high level alarms.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.5.6	Decontamination showers and eye baths on deck (operational under all ambient weather conditions?)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.5.7	Emergency shut down system, including trips and valve timings.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
5.5.8	Deck spray system.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
<b>Additional information</b>						