

ICS 03.220.40

CCS R 22



**NATIONAL STANDARD OF THE  
PEOPLE'S REPUBLIC OF CHINA**

**GB 17566-2021**

Replacing GB 17566-2010

**Muster list for seagoing transport merchant ship**

海洋运输船舶应变部署表

**Issued on: August 10, 2021**

**Implemented on: March 1, 2022**

**Issued by: State Administration for Market Regulation;  
Standardization Administration of China**

## Table of Contents

- 1 Scope
- 2 Terms and Definitions
- 3 Basic requirements of the contingency deployment table

### Foreword

This standard was drafted in accordance with the rules given in GB/T 1.1-2009. This standard replaces GB 17566-2010 "Ocean Transport Vessel Strain Deployment Table", compared with GB 17566-2010, except for editorial changes. The main technical changes are as follows:

- Modified the actions of the bridge and the engine room (see 4.1, 4.1.4 of the 2010 edition);
- Modified the lifesaving deployment action (see 4.3.1, 4.3.2.4, 4.3.1, 4.3.2.4 of the 2010 edition);
- Added the actions and tasks of free-fall lifeboats for cargo ships (see 4.3.2.3);
- Added the actions and tasks of the dangling liferaft (see 4.3.2.6);
- Modified the fire deployment action (see 4.4.1, 4.4.4, 4.4.1, 4.4.2 of the 2010 edition);
- Delete the location of life-saving and fire-fighting equipment (see 4.6 of the 2010 edition);
- Added rescue actions and tasks in enclosed spaces (see 5.7 of the 2010 edition);
- Modified the remarks column (see 4.6, 5.7, 5.7 of the 2010 edition);

### 1 Scope

GB 17566-2021 is the Chinese national standard on muster list for seagoing transport merchant ship, in the field of services and company organization. It carries no /T suffix, which in the Chinese system means compliance is mandatory: a product or a practice within its scope has to meet it to be lawfully made, sold or carried out in China. It was issued on 10 August 2021 by the State Administration for Market Regulation;

Standardization Administration of China, and has been in force since 1 March 2022.

Classification: ICS 03.220.40, CCS R 22. This page is published from the official record of the standard held by the Chinese standards administration: the identification, the dates, the classification and the issuing body are taken from there. The clause text, the tables and the numeric limits are in the document itself, which is delivered complete in English translation.

This standard specifies the basic requirements for the contingency deployment table and contingency deployment card for marine transport ships. In emergency situations such as fire prevention, entry and rescue of enclosed spaces, damage control of passenger ships, etc., the division of labor, responsibilities and technical actions of all personnel on board operations, as well as the provisioning and filling requirements of the contingency sheet and contingency card on board. This standard is applicable to cargo ships of 500 gross tonnage and above, and those carrying 12 passengers and above that are sailing at sea for the purpose of commercial transportation. passenger ship.

## 2 Terms and Definitions

The following terms and definitions apply to this document.

2.1 contingency deployment table musterlist The ship's firefighting, abandoning ship lifesaving, etc., expressed in tabular form on the ship in compliance with the requirements of the International Convention for the Safety of Life at Sea, 1974 Emergency alarm signal in case of emergency and the emergency deployment of all staff.

2.2 short blast A flute or ringtone lasting about 1s.

2.3 long prolongedblast The flute or ringtone lasts about 4s~6s.

## 3 Basic requirements of the contingency deployment table

3.1 The marine transport ship contingency deployment table is divided into cargo ship contingency deployment table and passenger ship contingency deployment table.

3.2 The basic dimensions of the strain deployment table are.

a) The outer dimensions of the paper (length x width) are. 670mm x 490mm;

b) The table size (length x width) is. 640mm x 460mm.

3.3 See Appendix A for a sample table of strain deployment.

3.4 The contingency deployment table is centered on the captain, and all crew members cooperate with each other.

a) The cargo ship emergency deployment table is divided into three parts. life-saving deployment, fire-fighting deployment and enclosed space entry and rescue, including emergency alarm signal, Bridge and Engine Room, Abandoning Ship, Release of Survival

Craft, Fire Fighting, Entry and Rescue of Enclosed Spaces, Personnel Number Form and Remarks, etc. 8 column;

b) The emergency deployment table for passenger ships is divided into four parts. life-saving deployment, fire-fighting deployment, enclosed space entry and rescue, and cabin passenger search and rescue, including emergency Emergency alarm signal, bridge and engine room, abandon ship, release survival craft, ship damage control, release marine evacuation system, release survival float There are 11 columns including platform, fire protection, enclosed space entry and rescue, personnel number form and remarks.

3.5 The ship shall truthfully fill in the contingency deployment form according to the actual situation, and keep the handwriting clearly visible.